CYCLE NEWS®

WEST

Volume XIV : Number 3 : January 26, 1977

75¢

Riding Suzuki's new RM125B Is more of everything better?

Cycle News Win-a-Honda Contest Winner

Giant 1977 International Calendar

AMA/FIM 1977 racing changes

Evel Knievel sponsors Gary Scott

All-out, high-bucks effort for Camel Pro Series

NEWSPAPER

Evel Knievel

Evel Knievel to sponsor Gary Scott

MIAMI, FLORIDA, JAN. 15
Evel Knievel, world's foremost motorcycle showman and Gary Scott, who campaigned successfully through 1976 without factory sponsorship, have signed a 5-year agreement which Evel says will pay the young racer "more than any factories pay anybody."

"I will assist him all that I can," Evel said in a telephone call to Cycle News from his yacht. "This will benefit the future of motorcycle racers, who have never had more than a dream because of the tight hold on them by factories. It is time motorcyclists became businessmen and have sponsors with respect for their desires, sponsors with the ability to be involved with them as human beings because of respect for the competitive spirit, and sponsors who have nothing to gain from it. We will give it a 100% honest effort and I am proud to be associated with Gary.

"We will try to win the Grand National Championship this year, and year after year. We will help the AMA all we can," Evel concluded.

Earlier in the week, Evel became probably the first personality to sign with two TV networks at once. He inked a 5-year agreement with ABC to perform on sports programs, and a prime-time television contract with CBS to perform at least three live specials a year for that network. The first will be Evel's January 31 attempt to leap 13 live sharks in Chicago. The show, hosted by Telly Savalas, will be called "Evel presents the Daredevils."

"Motorcycle racers are daredevils, too," said Evel.

Evel and Gene Romero are still together as the popular AMA racer makes his transition into car racing. "Gene is my friend for life," said Evel, which may not mean longer than Jan. 31 if Evel ends up as Chicago shark-bait. Tune in and see if he makes it.

Gary Scott

THE LATEST POOP BY PAPA WEALEY

Good news: Indian Dunes is NOT closed to day riders when Baa Baa Black Sheep is filming. We were in error when we reported that unfact here last week. Our humblest apologies to Walt James and the Dunes. Mr. James informs us that only the east end of the 600-acre park is off-limits to bikers when the popular TV series is filming. The International Course and all the rest of Indian Dunes Park is open, even on the rare occasions when the cameras are rolling.

So give them a call at (213) 259-8000 for up-to-date information on when Baa Baa Black Sheep is using the east end of the Dunes. You can still ride there as usual, and you may even get to see a TV star.

The National Motocross Championship circuit gets the Hollywood treatment in "Sidewinder I," a movie starring Michael Parks, Marjoe Gortner and Susan Howard. The "Sidewinder I" is actually an AW 250 Maico with Morris Mag wheels and disc brakes. Eddie Mulder, Gary Davis, Gary Fiel and Scotty Docksteader did most of the stunt riding. It's due to be released in late spring.

SCORE presented Off-Roadsman of the Year awards to Ed Rodine (125cc); A.C. Bakken (250cc); Mitch Mayes (Open); and Bryon Farnsworth (Over-38). Motorcycle Manufacturer of the Year went to Husqvarna, with Bilstein earning Motorcycle Sponsor of the Year. The awards, voted by the SCORE membership, were announced at the SCORE banquet at Anaheim, Cal., Jan. 15. At the banquet, Director of the Committee for Development of Tourism for Baja California, Francisco Santana Peralta, announced the signing of a three-year contract with SCORE for the promotion of off-road races in Baja.

Jody Weisel has joined Paul Boudreau and Dick Miller at *Motocross Action*. He has not replaced anyone, and Boudreau has not left for the great unknown, as reported in error last week.

Faced with a rash of inaccurate reporting, the new Editor has threatened to fire any staffer who doesn't double-check his information, just like real newspapers. That goes for feelance contributors, too—check, and double-check.

Jammin' Jimmy Weinert won the swimming contest and placed second in rowing and bicycling to qualify third overall in the ABC SuperStars TV sports special. The qualifying aired nationally January 16. Finals, with Jimmy going up against a multi-sports array of stars, will be in February.

AMA District 37 motocross steward Dee Granger has proposed a Semi Pro program for SoCal's sportsman riders. If it goes into effect, the program will be called "Optional Semi Pro" to give D-37 motocross Experts a choice of racing for money.

Off-road riders in the Los Angeles area will have a chance to rally around possible sites for an Off Highway Vehicle (Green Stickie) park within a reasonable driving distance. The first meeting February 9 will consider Hungry Valley and Ritter Ranch as possible sites. The hearing will open at 7:00 p.m. in the Palmdale City Council Chambers at 780 E. Avenue Q9, Palmdale, CA. A possible site in Riverside County, called the "Potrero site," will be discussed beginning at 7:00 p.m. February 10 in the Riverside City Council Chambers, 3900 Main St., Riverside, CA. A large turnout in support of these sites is essential to offset anti-motorcycle resistance to the riding areas. General location maps of the sites will be published when available. Go for it!

Can road racing be taught in a school? Will associating with fast racers make you faster? Two Superbike Production stars have started their own institutions of faster thrashing. 1976 AMA Superbike Production Champion Reg Pridmore is still exploring the potential of a school for both beginners and experienced riders, while upstart Keith Code's Rider Improvement Course is already roaring down the straight and around the banking. Get information from Pridmore by writing 5718 Hollister Ave., Goleta, CA 93017. More on Code's "guaranteed results" course is available at (213) 463-6594.

Time to drop a few more names (Crash — tinkle!) Warren Reid, Ron Turner (FMF), Broc Glover, and Danny LaPorte (Suz) are pre-entered for the first motocross of CMC's Golden State Series, set for Sacramento Off Highway Vehicle) Park in Sacramento, Calif. on January 22-23. The doubleheader event carries a $5000 purse for Sunday's pros. Sportsmen will ride three motos on Saturday.

Second round of the CMC Golden State Series is set for Saddleback January 30 with a $3,000 purse. The third and final Series event will be at Helvetia Park in February.

Rich Eierstedt, formerly of Team Honda, has joined Team Bultaco for 1977. Eierstedt, a two-time Trans AMA support class champion, rode for Bultaco before joining Team Honda in 1973.

Distressing news — Diane Cox, after a dynamite performance on Gary Scott's spare Harley at San Jose, is searching for sponsors and bikes. Was Gary Scott the Last Knight of chivalry? Will no one rescue Class C's fair damsel in time for the Houston Nationals? Seriously, folks, we all know that AMA Expert Number 66Q, given a competitive motorcycle, is capable of becoming the first female to earn National points — and more besides. Doesn't anybody out there want to share in the glory of that accomplishment?

Don't hold your breath waiting for the MT125R Honda road racer. The Elsinore-based machine probably won't see production for the U.S. Why? Because water-cooled, single-cylinder Yamahas have been winning everything in sight in Asia. Inside sources say the extremely fast 125cc Yamahas will be marketed next year.

The American Motorcyclist Assoc. (AMA) and R.J. Reynolds Tobacco Company, have announced that the 1977 Camel Pro Series, will have $100,000 (up from $75,000 in 1976) for the series points fund. The first leg payoff (following the July 17 Sears Point Road Race) will be $25,000 to the top ten racers, $8,000 to first. The final payoff will be another $75,000 to the top 15, with Number One getting $18,000.

In addition to the $100,000 Camel Pro point fund, the 28-race AMA Grand National Circuit has $585,000 pledged in purse awards. As ever, the 1977 running of the Daytona 200 tops the purse list at $79,000. Both numbers are new record payouts.

Darryll Bassani will host the third annual Bassani Indoor All Adult Minibike Madness (rated PG) somewhere, sometime after the Anaheim Trade Show. Check at the Bassani booth for time and place; there are to be goodies and cash paybacks to the survivors — er — winners.

Daytona celebrates its Diamond Jubilee (75 years) as a speed Mecca this year. In commemoration, diamond rings will be given to the winners of ten major Daytona International Speedway races — including the AMA Camel Pro Series Daytona 200.

The Western/Eastern Roadracing Association (WERA) has included in its packet of promotional information for 1977 a "Tentative California Region" schedule that is identical to the American Federation of Motorcyclists (AFM) schedule. The membership and Board of Directors of the AFM, Los Angeles Chapter have voted to have no affiliation or license trade out with WERA. AFM, Los Angeles Chapter President Hary Bresach isn't happy about WERA's use of the AFM schedule in WERA promotional literature. We don't blame him.

The photo below shows T. Shigenoya of U.S. Suzuki accepting the Full House Manufacturer's Trophy from Carmen DeLeone of Full House, with Tony DiStefano looking on. Full House, an accessory manufacturer and distributor, started the annual award this year, and Suzuki won it by finishing the highest in National AMA MX manufacturer's standings for 1976. We ran the photo because Mr. Shigenoya makes all the racing-related decisions for Suzuki, and we think everybody ought to know what Roger DeCoster's boss looks like.

AMA
AMERICAN MOTORCYCLIST ASSOCIATION

Western United States Championship

GREAT BEAR GRAND PRIX

RIVERSIDE INTL. RACEWAY!

SPONSORED BY ORANGE COUNTY MOTORCYCLE CLUB

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RACE INFORMATION:

* FOUR 100 MILE RACES * PARTICIPATION PINS AND FINISHER PINS * DISTRICT 37-38 POINTS * SILENCERS REQUIRED * NO PLAY BIKES * RESCUE 3 WILL BE IN ATTENDANCE * AMA SANCTIONED.

SPECTATORS:

$5.00 PER PERSON (INCLUDES OVERNIGHT FREE PARKING) * CHILDREN UNDER 12 FREE * NO PLAY BIKES * FOR ADDITIONAL INFORMATION, PHONE (714) 636-OCMC OR 636-6262 * FOR ADDITIONAL ENTRY FORMS, MAIL SELF-ADDRESSED, STAMPED ENVELOPE TO: GREAT BEAR GRAND PRIX, OR WATCH YOUR LOCAL CYCLE PAPERS !

AMA WESTERN *UNITED STATES CHAMPIONSHIP*

GREAT BEAR. GRAND PRIX

CLASSIFICATION*		
DISTRICT 37-38 CLASSIFICATION		FOR DISTRICT 37-38 POINTS ONLY
BEGINNER		DISTRICT 37 NO. _____
NOVICE		DISTRICT 38 NO. _____
JUNIOR		DIVISION _____
EXPERT		CHECK ONE MX D S
OTHER*		CLUB

* IF YOU DO NOT HAVE A CURRENT DISTRICT 37-38 CARD, ATTACH COPY OF CLASSIFICATION FROM OTHER ORGANIZATION.

Mail Entry $16.00 a rider — Post Entry $30.00
(Includes $1.00 for District 37 - 38 Legal Defense Fund)
ENTRY MUST BE ACCOMPANIED BY 3 SELF-ADDRESSED, STAMPED, LEGAL SIZE ENVELOPES, PHOTOCOPY OF RIDER, CLASSIFICATION, AND AMA CARD.

(Please Print Clearly)

Name _____ Address _____ _____ Age _____

City _____ State _____ Zip _____ Phone ___/_____

Eng. No. _____ Eng. Size _____ Make Bike _____ AMA # _____ Expires _____

SATURDAY 9:00 START	SATURDAY 1:00 START	SUNDAY 9:00 START	SUNDAY 1:00 START
100 - CLASSIFIED, ALL 125 - CLASSIFIED, ALL 175 - CLASSIFIED, ALL WOMEN CLASS, ALL	100 TO OPEN } SPORTSMEN (ALL)	250 - BEG, NOV, SR. 500 - BEG, NOV, SR. OPEN - BEG, NOV, SR.	250 - EXP, JR, SR. 500 - EXP, JR, SR. OPEN - EXP, JR, SR. SIDE HACK'S
MAIL ENTRY TO: GREAT BEAR GRAND PRIX 2805 SAN JUAN LN. COSTA MESA, CA 92626 PHONE (714) 545-2211	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 368 S. CENTER ORANGE, CA 92666 PHONE (714) 633-0527	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 1021 ACACIA ORANGE, CA 92668 PHONE (714) 532-4194	MAIL ENTRY TO: GREAT BEAR GRAND PRIX 924 TULAROSA ORANGE, CA 92666 PHONE (714) 633-2246

THE UNDERSIGNED ENTRANT BY AFFIXING HIS INITIALS BELOW, ACKNOWLEDGES THAT HE ASSUMES THE RISK OF ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR TO OTHERS, DUE TO HIS PARTICIPATION IN THIS EVENT AND HE HEREWITH SPECIFICALLY HOLDS HARMLESS FROM ANY SAID LOSS THE AMERICAN MOTORCYCLE ASSOCIATION, SPORTS COMMITTEE, DISTRICT 37/38 AMA, INC., THE SPONSORING CLUB OR ORGANIZATION, AND THE OWNERS OF THE REAL PROPERTY ON WHICH SAID EVENT SHALL TAKE PLACE.

(Entrant's and/or parent's initials) _____

The undersigned does hereby certify that he is a duly qualified (Circle One) Junior / Expert / Novice class motorcycle rider having been so qualified by a competent organization.

It is further understood and agreed that in the event I am injured from whatsoever cause during the event covered by this application, I herewith consent to and authorize first aid and ambulance service as provided by the sponsoring club or property owner, and further hold all parties harmless from any consequences of said aid.

Under the rules and sanctions of the American Motorcycle Association, I hereby agree to conform and comply with the rules governing this contest.

Signature of entrant _____ Date _____ 19____

* If entrant is under 18 and does not have a current District 37 — 38 Card indicating notarized consent is on file, Parent or Guardian must sign here acknowledging his or her notarized consent to the terms of entry. _____

NOTICE — THE BELOW INFORMATION TO BE USED BY RESCUE FORCES ONLY.

Male/Female G.P. No.

RIDER'S NAME _____ AGE _____

STREET ADDRESS _____ CITY _____ STATE _____ PHONE _____

PERSON TO NOTIFY IN CASE OF ACCIDENT _____ PHONE _____

RELATIONSHIP _____ YOUR BLOOD TYPE _____

YOUR INSURANCE COMPANY _____ POLICY NUMBER _____

APRIL 2 & 3, 1977

BIGGEST MOTORCYCLE EVENT OF THE YEAR!!

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ON THE FRONT PAGE: Gary Hymes gassin' Suzuki's RM125B at Indian Dunes. Photo by Dale Brown.

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VOICES OF THE WEST

Cactus Cats benefit race

This is to advise you that our District 37 Hare Scrambles to be held in Lucerne Valley on Camp Rock Road on March 27, 1977 will be a benefit race for two worthy causes: Rescue 3 Vehicle Repair Fund, and Mitch Mayes Rehabilitation Fund. We'd all appreciate any coverage you could give us for this benefit race.

RED AUSTIN
Cactus Cats M.C.
Ontario, Calif.

Typographical error

In your January 19 "POOP", you wrote about riding the Kawasaki KX650 in the San Bernardino Mountains. I am glad that you enjoyed your ride, but here's hoping it was only a misprint and you actually were referring to the KZ650. If you're right and I'm wrong, please send me all the information you have on the KX650 as I will need it to answer questions.

ED HAUSCHILD
Parts Specialist
Kawasaki Motors Corp.
Santa Ana, Calif.

Sob, it's . . . it's all true . . . Ed.

Gianatsis, Richter, Lapidakis

I want to reply to a letter that appeared in the January 2, 1977 edition of Cycle News West. The letter was written by Jim Gianatsis.

I was employed by Mr. Lapidakis at his Chatsworth plant for three years. During that time, I found him to be honest, straightforward, anxious to help young talented riders and a matter-of-fact business person.

I'd bet Mr. Gianatsis didn't know that Ted, on many occasions, had supported riders and found via press coverage that they were also riding other brands of motorcycles.

Perhaps Pat Richter thought that no one out here was aware of his Can-Am rides on the East Coast. While accepting help from K.T.M., California, he was riding someone else's brand. Not very ethical.

It is a shame that young men with Mr. Richter's obvious talents are so ill-advised.

MICHAEL CONFORTE
North Hollywood, Calif.

Frozen Frosty Cactus

The guys at URA must not have phones or else they are too cheap to use them, because they really blew it January 9. Only after driving from Orange County to Charlie's Place did I, and numerous other riders, find out that the Frosty Cactus Enduro was postponed, due to a couple inches of snow on the ground. I find this maddening, to say the least, that I had to spend $16 and most of Sunday finding out the event was postponed when a simple phone call from URA would have done the job.

GREG ROONEY
Los Alamitos, Calif.

"Who is Mike DiPrete?"

As you must know, I am very proud of the fine job Mike DiPrete is doing for our Association and specifically, motocross. He has taken a great load off my shoulders, as he handles motocross entirely. Therefore, it is, indeed, gratifying to see you print such a nice article about Mike. ("Who is Mike DiPrete?" by Jody Weisel, CN January 4.)

W. A. BOYCE
AMA Director of Professional Racing
Westerville, OH

Ripped-off, returned

After reading your letters re Baja, and lost machines this week, I thought I would write a note of encouragement.

In May, 1974 my new Ranchero pick up and a 250 Honda XL went south across the border.

I received a call today from the FBI. The Mexican Federales have the Ranchero in impound at Reyanosa, Mexico with a new (?) paint job. "Bring money and come pick it up."

Now that's not bad — 2½ years later. So don't give up hope. Know that even as you sleep someone is enjoying your equipment — and with luck and time everything returns.

I wonder how many miles on the Ranchero, and what the Honda is still doing?

GEORGE NEWTON
The Outpost, Calif.

Rand cleanup donations needed

Recently we informed you of a large litter cleanup campaign and general work and fun day for the Rand Mountain Open Area near California City, scheduled for April 2 and 3, 1977. We indicated a need for assitance in for the form of prizes to be awarded to volunteers on Saturday evening.

To date, we have received many donations; however, many more are needed to adequately recognize volunteers and to make this effort as successful as it was last year. We need confirmation of donations by February 25, 1977, so that adequate recognition can be given at the cleanup.

Please spread the word on this project, give it your thought and if at all possible your donations.

DICK HARLOW
Ridgecrest Area Manager, BLM
Ridgecrest, Calif.

Ode to Jay Springsteen

My roommate wrote this about Jay about only meeting him once at the track. Her name is Becki Stallmo.

Jay's way to Ascot

Jay was quick, Jay was fine,
Jay had visions of #1 on his mind.
With a crash in practice and pain in his hand,
Jay got up, but could hardly stand.
His helmet back on and everything in place
Jay gassed that Harley to win the race.
Showing grace, skill and determination,
Jay captured a dream of number one in the nation.
Now the pressure is off and the season is past,
but the feeling of Ascot will always last.
Upon looking back, having witnessed that day,
Congratulations, Springer, you did it your way.

PATTIE PRESTIDGE
Bell Helmets, Inc.
Long Beach, Calif.

No bikes in Santa Monica Mtns.

Commission denies OHV use

LOS ANGELES, CA, JAN. 14

The California State Parks and Recreation Commission killed all hopes of off-road motorcycle use in three newly-approved State Parks within the Santa Monica Mountains. In approving the general development plans for Topanga, Malibu Creek and Point Mugu State Parks, the nine commissioners declined to reclassify any portion of the approximately 25,000 acre park complex for recreational use — a move which would not have automatically opened any park to off-roaders, but would have made it legally possible to plan and test such an opening on a trial basis.

Early in the course of an all-day public hearing, held in the Quality Inn near Los Angeles International Airport, the commissioners heard a few motorcyclists. The riders' pleas rested mainly on the fact that Los Angeles area off-roaders have contributed heavily to the Off Highway Vehicle (OHV) Fund without seeing any benefit in the form of new riding areas. Realizing the strong anti-motorcycle bias among surrounding property owners, the riders asked for a simple spot reclassification of some area within the park complex so that an environmental test ride could be held. Many riders who attended, however, left in frustration and anger without speaking, saying they could see that the Commission's decision would be a foregone conclusion.

Responding to calls for reclassification (which had surfaced in the planning process during November) a three-person committee chaired by Commissioner Dr. Loren Lutz reviewed the park lands for a possible "recreation-classified" area. With Dr. Lutz alone dissenting, they reported that they had found none. Dr. Lutz, in turn, was outspoken in criticizing preservationists. He said, "We are not meeting recreational needs under this classification procedure." He was referring to the manner in which "Park" classification limits recreational activities. Another Commissioner, co-Chairman Arthur Robinson, added "We are telling the public a fib . . . when we promise recreational activities, but manage for preservation."

Lutz, in turn, expressed considerable distaste for the word "preservation" and stated he was reluctant to vote for anything on these parks" . . . until the Commission, the (Parks and Recreation) Department, and the Sierra Club recognize these human needs" — referring again to the off-roaders' dilemma.

Having addressed themselves this much to the subject of off-road recreation, the Commission deliberated late into the evening on the bulk of the plans and voted a conditional approval.

Though Dr. Lutz spoke virtually alone in support of the bikers' claims, several Commissioners privately expressed support for an ORV area near Los Angeles (almost anywhere but the Santa Monica Mountains), provided the riders would turn out in sufficient numbers to back down the inevitable opposition. On February 9 and 10, there will be an opportunity to try them out on their promise. *(See the latest Poop for meeting details.)*

HI-POINT COMPETITION OILS & ACCESSORIES

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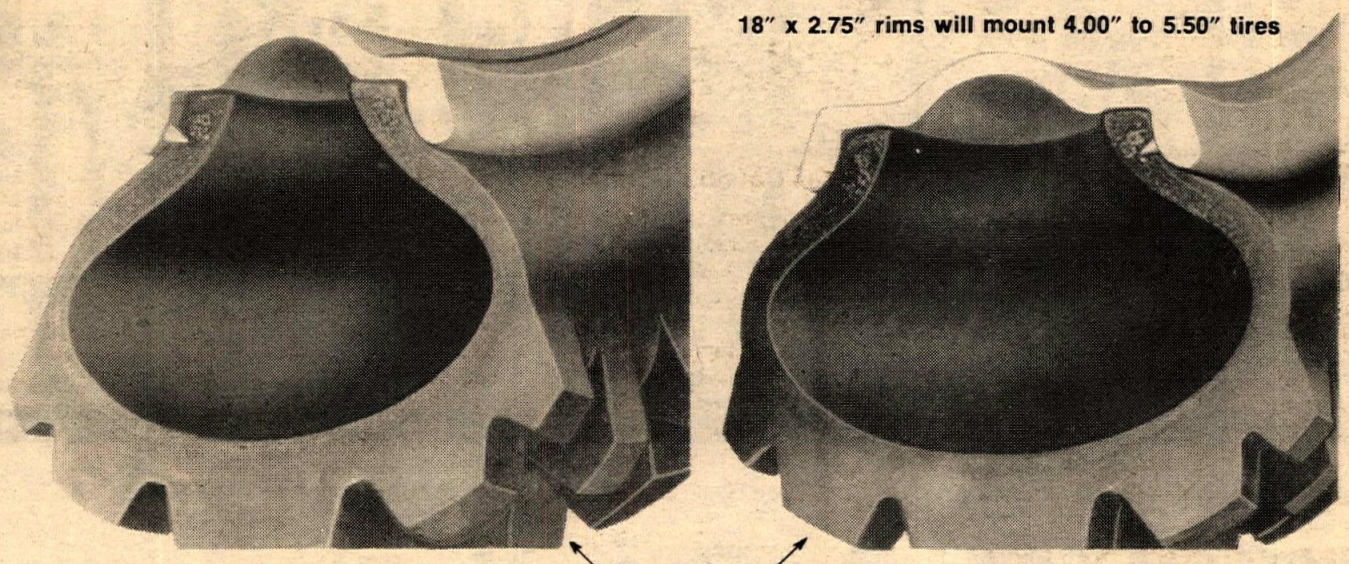

2.15" WM 3 — Same 4.50" Tire — 2.75" New Width

Actual photos of mounted rim and tire sections show greater tire area on the ground under normal loading. Under driving stress the comparison of tire area in contact with the ground can be even more dramatic.

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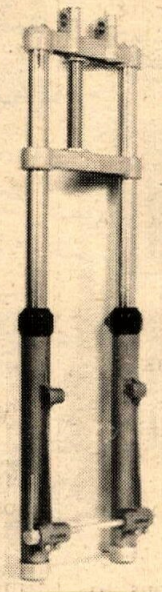
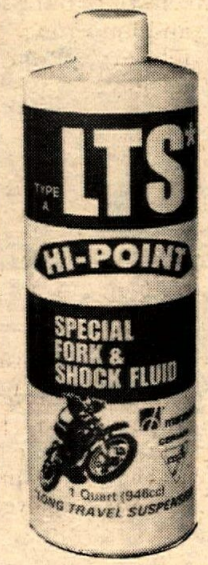


BOLT RIGHT ON...225mm TRAVEL...MAGNESIUM SLIDERS...AT YOUR HI-POINT DEALERS NOW



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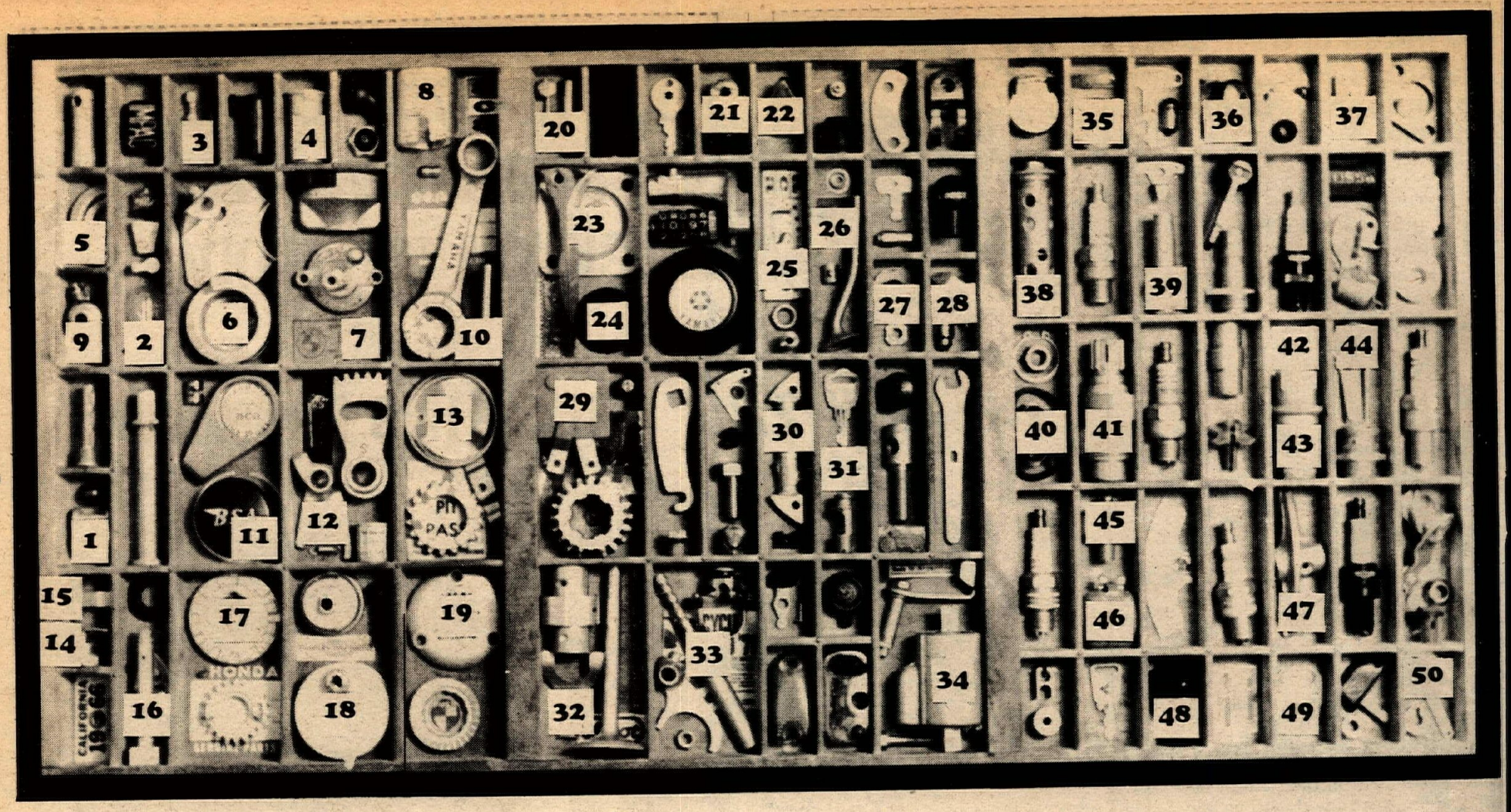
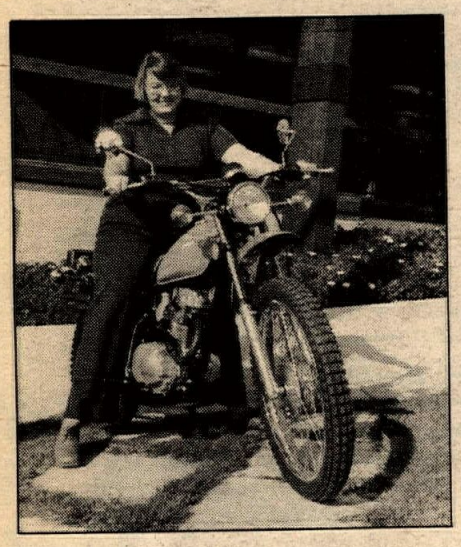
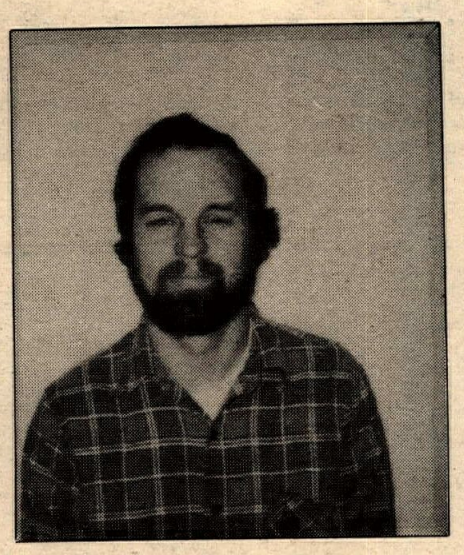




Laurie Watson won the Honda.



Bill Woolman earned $100.

Laurie Watson wins XL175 Honda in Cycle News Contest

Laurie Richter Watson of Chatsworth, California won the First Prize Honda XL175 by correctly naming the most numbered items in the shadow box featured on the cover of Cycle News West, Issue Number 50, dated January 4, 1977. Bill Woolman of San Jose, California won the second prize, $100, and Larry Montague of Norwood, New Jersey won the third prize, $50.

The judges decided that the instructions may have confused some contestants. Many listed only the part numbered in each box, while other entrants named every part in each box containing a number. Therefore, first and second place prizes went to the entrants who had successfully named every item in each box containing a number. Third place went to the top contestant naming only numbered parts. The judges also decided that those subscribers who had items 48 and 49 covered by their address label would be given those boxes.

Honorable Mentions (and Motocross Cat T-Shirts) went to Gary Flagler, Lynwood, Washington; Bruce H. McDonald, Middleborough, Massachusetts; Walter Riddle, Canoga Park, California; Jeff Glazier, Garden Grove, California; Bob Fuller, San Luis Obispo, California; Barry Sulkin, Culver City, California; Diane Harmon, La Crescenta, California; Richard H. Smith, Austin, Texas; Kirk McDowell, Salinas, California; Mike Eifert, Huntington Beach, California. ●

The answers

How many did you get right?

1. Master 530 link
(a) ½" ball bearing
2. Stanley-type headlight bulb
(a) Kawasaki Mach III Owners Club pin
(b) Matchless clutch chainwheel insert
(c) Honda 100cc kickstarter pawl
3. Cable adjuster
(a) carb jet needle
4. Triumph clutch spring cup
5. Girling rear shock retainer
6. 250cc White (Pannonia) shift fork
(a) Broken compensating spring from 750 Moto-Guzzi transmission.
(b) Motoplat decal
7. Del'orto carb top
(a) Suzuki switch case
(b) BMW second annual Picnic Plaque
8. Mikuni throttle slide
(a) A.C.A. sticker
(b) Spark plug top (NGK)
(c) Suzuki Genuine Parts label
(d) Yamaha connecting rod
9. B.S.A. 250cc Starfire fuel petcock
10. Triumph Cub drain plug/level plug
(a) 1955 H-D FL sticker
11. BSA gas tank bolt hole cover
(a) Piston ring
(b) A.C.A. promotion button
(c) Chain adjuster
(d) English cable end
12. AA unit spring
(a) Piston pin needle bearing
(b) Kawasaki F-5/F-9 shift fork
(c) Escape Country trophy badge
(d) Suzuki shifter gear
13. Sachs clutch throw-out mechanism
(a) Orange County Fairground pit pass
(b) Kickstarter gear
14. Lucas Zener Diode (Broken)
15. 500cc Matchless kickstarter pawl (AMC Gearbox)
16. Triumph cam follower
(a) Oil seal 15-26-6
(b) AMA sticker
17. Yamaha center labyrinth seal
(a) Ducati lapel pin
(b) Kawasaki trans. gear (100cc)
(c) Honda Genuine Parts label
18. Lucas magneto slip ring
(a) Lucas light switch case
(b) Zanella coil terminal cover
(c) H-D sticker
(d) NGK spark plug box top
19. AMAL Mono-bloc carb float cover
(a) Kawasaki kickstarter ratchet
(b) Puch decal
20. Triumph twin oil pressure indicator
(a) Triumph kickstarter cover
(b) Nut, 10mm
21. Triumph clutch spring nut
(a) Lucas Magneto pickup nut
22. Harley-Davidson ignition switch cover
23. Triumph Nacelle unit chrome trim
(a) Head gasket
(b) M.I.C. (Less sound, more ground) button
24. Lucas ignition switch cover
(a) Burnett Tool & Engr. sticker
25. Spoke nipple
(a) Honda throttle cable nut
(b) 1965 ACA U.S.G.P. Road Race Entrants Plaque
26. Kawasaki 500cc Center Cylinder Ignition Wire I.D. tag
(a) Badly bent valve
(b) Suzuki sticker
(c) Helmet visor snap (male)
27. Triumph front fork damper valve
(a) Wire & cable to frame clamp
(b) Rubber grommet
28. Early Suzuki bulb
(a) Lucas magneto contact point
29. Single wave rectifier (Yamaha)
(a) 6mm pan head screw (Phillips)
(b) Viva Montesa decal
(c) Triumph trans gear
(d) Horn button spring
30. Kawasaki magneto CDI trigger coil
(a) Dipper switch slider box
31. Clutch adjuster
(a) Yamaha ignition switch key
(b) Fuze (burned)
32. Ducati 250 kickstarter ratchet spring
(a) Triumph Cub connecting rod pin
(b) Yamaha Torque Induction side panel logo
(c) Ascot sticker
(d) Exhaust valve
33. Sachs shifter bar
(a) Horn/kill button unit
(b) Triumph Cub shift fork
(c) 6mm nut
(d) 1971 Cycle Expo sticker
34. Lucas ET coil
(a) Zanella M/C sticker (Made in Argentina)
(b) High-low trans shift lever, Kawasaki
(c) 6 mm bolt
35. Lambretta Indicator Light Lens
(a) ½ carb float
36. Triumph-Lucas horn button/dipper switch case
37. AMAL Carb choke valve
38. Honda 750cc oil filter bolt
Triumph valve guide
(a) Ignition timing pointer
40. Kawasaki Z-1 condenser jet
(a) circlip
(b) 10mm nut
41. Honda 250/305 camshaft
42. Exhaust pipe ring nut holder, 250 Suzuki
43. Triumph cam follower block
44. Shift lever return spring
(a) Triumph oil pressure relief valve
45. Honda 750 oil pressure switch
46. Amal Monoblock carb float
47. Honda rocker arm
48. Lucas magneto pickup
49. Honda carb choke valve (Keihin)
50. "Snuff-or-not" valve
(a) Lever cable adjuster lock nut

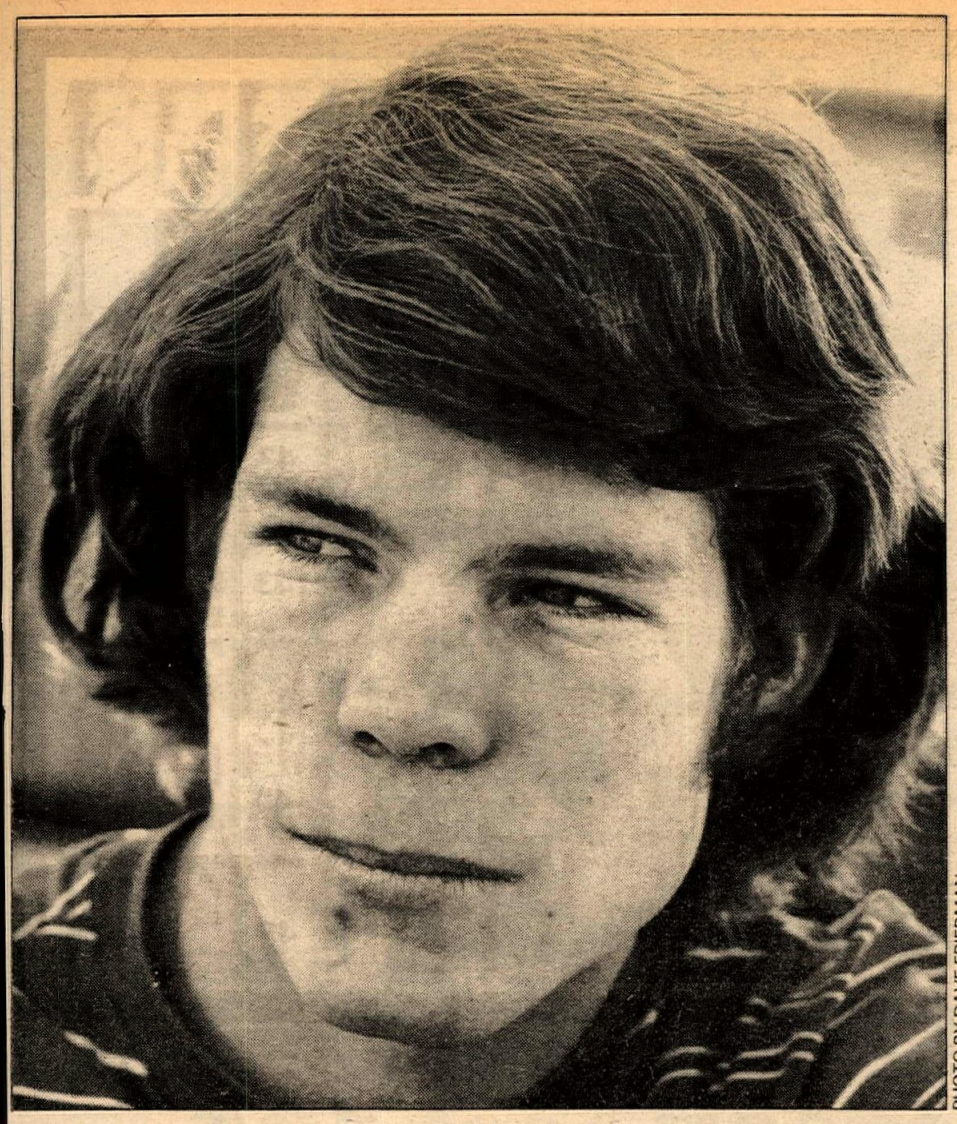


PHOTO BY DAVE FRIEDMAN

Pat Hennen wins second race of New Zealand's Marlboro Series

By Ron Grant

WANGENUI, NEW ZEALAND, DEC. 28, 1976

Pat Hennen, on a Coleman Suzuki RG500, once again proved invincible on the tight, narrow cemetary circuit, winning both legs with ease, squeezing every ounce of power from his smaller machine. His record for this course over the past three years is five wins out of six races.

Local rider John Woodley on a similar RG displayed some fine riding in the first leg to close on Pat in the late stages of the race after a bad start. A great battle for third developed between Stu Avant, Warren Willing (recovered from his unfortunate accident in Auckland last week) and Graeme Crosby on a very quick Yoshimura Kawasaki 1000. Willing ended up third, Avant fourth, and Crosby, doing tremendous wheelies through the esses, fifth.

The second leg proved a repeat of the first, but not, however, without a brilliant battle between Woodley and Hennen for the first six laps, with Hennen running second. This was short-lived, for Woodley lost third gear. Avant was a steady third at this stage, but fast closing. Jeff Sayle on yet another RG500 from Australia passed both Stu and Woodley for second place. Crosby again finished fifth.

The Series next moves to Wellington on January 2 for the third round on a similar street-type circuit. The points total at this stage finds Hennen in front with 76 points, Avant 70 and Woodley 61.

In the supporting races, Larry Coleman and Wendell Andrews took three fourth places in the sidecar features. Randy Mamola put in a fine ride for third in the 350 event, beating Isle of Man winner Charles Mortimer and Australian champion Ken Blake. In a later event Randy got a little too much throttle and spun out, (fortunately with no damage to himself), his machine ending up in pretty sad shape.

A crowd of approximately 15,000 enjoyed a good day's racing with no injuries to riders (a credit to the organization of the Wangenui Motorcycle Club). The only accident was a teenager who fell from a tree while spectating! ●

Graeme Crosby rode a Yoshimura 1,000cc Kawsaki to fifth.

PHOTO BY RON GRANT

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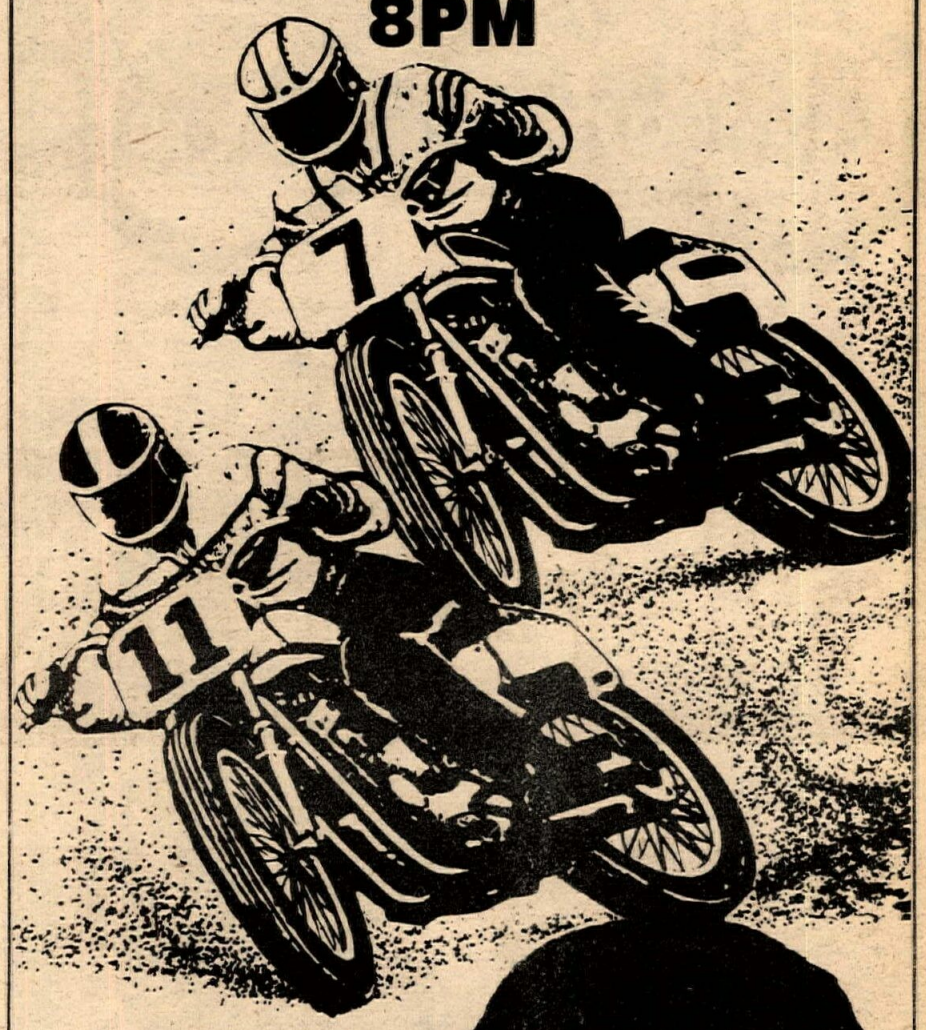

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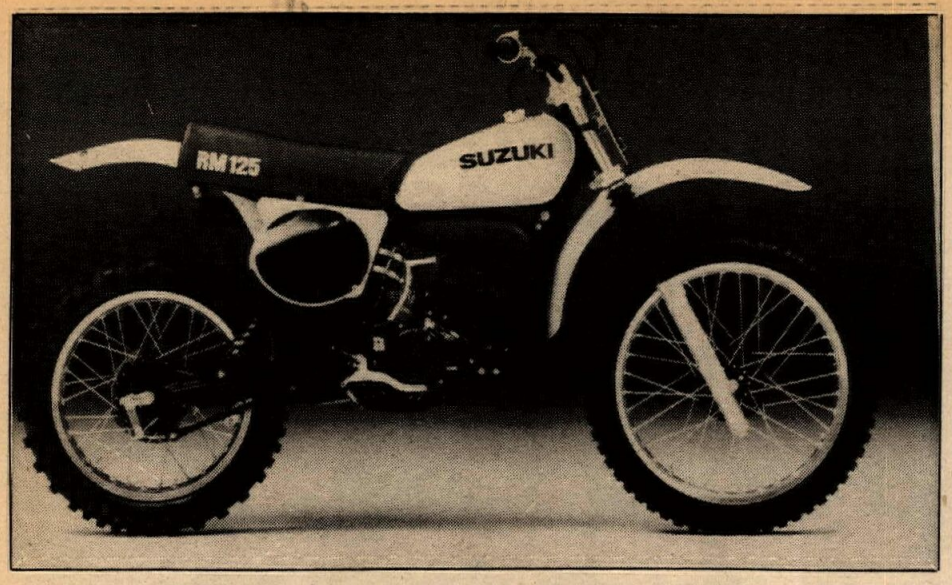
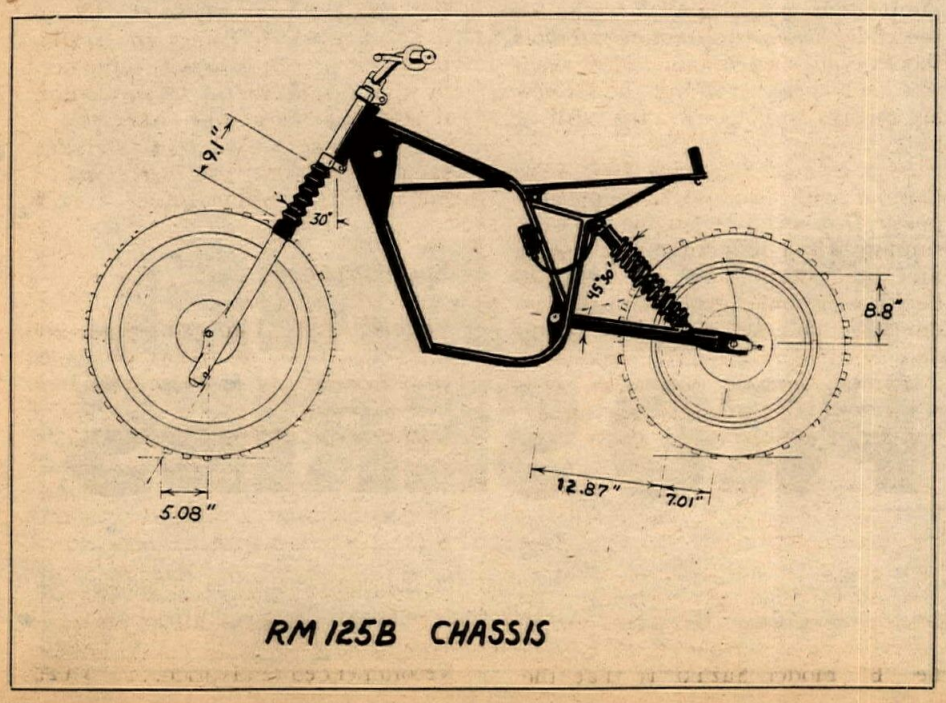


DALE BROWN

JOHN HUETTER



RM 125B CHASSIS

SUZUKI'S RM125B — Raising the stakes in the crazy-fast 125 motocross game

By John Huetter and Gary Hymes

It used to be that off-road racing bike manufacturers devoted all their development and marketing efforts to 250 class machines. They usually offered a big bore version of the same bike for the 500 class and then, almost as an afterthought . . . "Oh, yeah. We'll also have a 125 sometime this year, maybe." It goes without saying that these days, things have changed. What used to be considered a bike for the kids has become the leading edge in motocross manufacturers' marketing sword.

There are at least two reasons. The establishment of both a National and a World 125cc Motocross Championship has given the small bikes a cachet of legitimacy even as it has spurred research and development efforts. Perhaps even more important has been the youth invasion of the sport — most young riders start off on a 125. If they like the 125 they start with, so the factories' thinking goes, then they'll probably buy the 250 or 500 class machine of the same brand. Brand loyalty is encouraged.

Suzuki grabbed a whole bunch of new racers with their RM series 125s, particularly with the much-improved "A" model. They know they've got a good thing and they want to keep it. This week, they introduced the RM125B to the motley crowd of motojournalists.

On paper, the 125B offers more of everything. More torque, more peak horsepower, more suspension travel, more trick stuff, and more weight. It also costs more dollars, but in the case of the Suzuki you can see exactly what made it cost more and why.

At least some of the critical physical changes in the "B" model were proven in concept on Gaston Rahier's World Championship-winning RA125 works bike. Like the basic engine change of 4mm additional stroke to give the cylinder square dimensions of 54mm X 54mm. The cylinder has all-around taller ports with more radical exhaust port timing and slightly milder intake porting. With the crankcase induction reed valve, it retains the four transfers, two boost ports and reed port to get the charge into the cylinder and the dual bridged exhaust port to let the burnt gases out. A new, fatter expansion chamber goes with the new motor. Horsepower peak of 21-22 (sprocket) HP comes at 10,750 rpm with the torque peak around 9500 rpm. What that means is that you have to wick the hell out of the RM to get and maintain useable, winning power.

Other detail refinements in the powerplant include a faster advancing ignition timing curve via the electronic black box, a lighter piston, and larger crank wheels. The reed valve is redesigned to close quicker when there is a positive pressure to prevent blowback. The Suzuki's six-speed gearbox is the same design as in the "A" model but overall gearing is taller. The carb is the same 32mm Mikuni with new jets.

Another feature borrowed from Gaston's bike is the suspension. No, it's not identical. You couldn't afford the forks, let alone the bike, if it were . . . but it is very close. Long-travel spring-air combination forks were proven in the Grand Prix bikes and that is what appears on the front of the new 125. The factory air forks provide 9.1 inches of front wheel travel

and they are thoughtfully protected by vented rubber boots over the sliders to prolong both fork and seal life. The front axle has been offset to gain the extra travel and it's worth it.

The rear suspension consists of remote reservoir nitrogen-fluid Kayaba dampers with dual rate springs which bolt up to a new design reinforced swingarm. The remote reservoir design, also proven on the GP bikes, is intended to prolong the optimum damping action of the shocks and it works. Measured rear wheel travel is 8.8 inches. The shocks themselves are slightly longer and mounted further forward on the swingarm at a somewhat reduced angle compared to the "A" model. This slightly decreases the mechanical advantage in a compressed situation and, theoretically, should result in a smoother ride and more rear wheel-ground contact.

There are other detail refinements like the overdue chain tensioner built on to the swingarm and a conical front brake hub which retains the same swept braking area as the older full width hub.

The air forks, remote reservoir shocks and other goodies bring the weight up to 194 pounds which is the same trend seen in the GP bikes as they go for more suspension travel. You have to pay the price somewhere, and the four pounds of added weight will be unnoticed in racing. The longer travel suspension also results in nearly 12 inches of ground clearance, which means your feet are further above the bumps when the suspension is completely compressed.

A very full day of riding and racing followed the RM125B's introduction. The question to be addressed was: Is it more better? The answer was surprising: Usually, but not always.

The standard suspension setting calls for 20 pounds per square inch (psi) in the front air fork along with the 87/182 inch-pounds (lb/in) split springs that are delivered on the Kayaba dampers. It would appear to be designed for a rider in the 135-150 pound range. Both CN testers are a solid (well, pretty solid) 175 and found all that wheel travel to be delivered too softly for control and confidence in cornering. The fork air pressure was raised about six psi and we liked the front end's behavior a whole lot better. It didn't affect the second half of the fork's travel but made the first four inches feel just about perfect. The relatively light 10 lb/in fork springs are an excellent choice for the combination system. Fork function was quite good and with the adjustment possible to suit each rider there should be no complaints. It didn't twitch landing from jumps and the front end generally steered very well. Some tires are going to work better on the new RM than the stock IRC rubber (3.00 X 21 front, 4.10 X 18 rear). In fact, tires are the *only* substantial change we would make on the machine.

Lighter racers will probably opt for lighter springs around the Kayabas. Heavyweights (and there are relatively few competing in the 125 class) may want more springing. The reservoirs perform their function. The increased oil capacity of the shock and the chance for some circulation of the fluid combined to keep the dampers damping for as long as anybody could ride.

The engine and gearbox are increasingly full-race oriented. Which also means the new RM125 is more difficult to ride than the "A" version in any but full race conditions. They said the engine design was to give more mid-range torque but it wasn't all that obvious. It would be interesting to see a reliable dyno curve on the motor. It didn't feel like it wanted to pull until around 7500 rpm. Past the torque peak at 9500, power to the ground drops off quickly and noticeably. The bottom line reads out to lots of gear shifting. The powerband was not as broad in application as was the "A" model or even compared to other 125s that may, ultimately, be as fast. The "B" model is, however, fast. In fact, it will probably give a better account of itself on a course approaching true Grand Prix dimensions than on the more common short courses.

The requirement to use the gearbox a lot to get the desired performance out of the "B" pointed out the fact that the gearbox on our test bike was not all that trick. It would not shift sharply when under load and generally felt very tight. Even expert riders were blowing shifts and had to use the clutch to execute shifts when accelerating. This becomes a drag since you have to grab a lot of gears coming out of a corner to match the very close gearbox ratios to the very rapid rpm climb. Throttle response often outran many riders' abilities to manipulate the gearbox to match.

There are two considerations here. One is that you may need to become a fairly expert rider to realize the potential of the RM125B (which is probably true in any case). The second is that the gearbox may loosen up with use, allowing clutchless first time shifts. Both are very likely to apply.

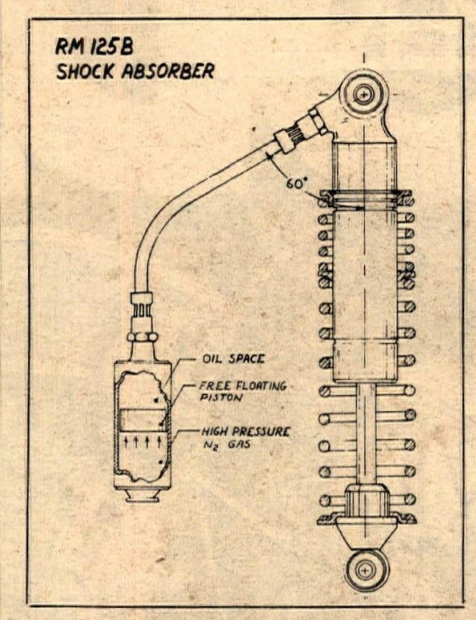
The only change in frame geometry is one millimeter less trail and half an inch more wheelbase. Those small changes should allow the "B" to turn a little better and be more stable in straight line charges. After a few hours exposure, the opinions were mixed. Some felt just the opposite applied, i.e., it was less stable than the "A" model both in turns and down the straights — possibly because the rear end kicked around a little when it wasn't under compression. More time is needed on the bike (like weeks) to figure out exactly what the effects of change have been on the performance.

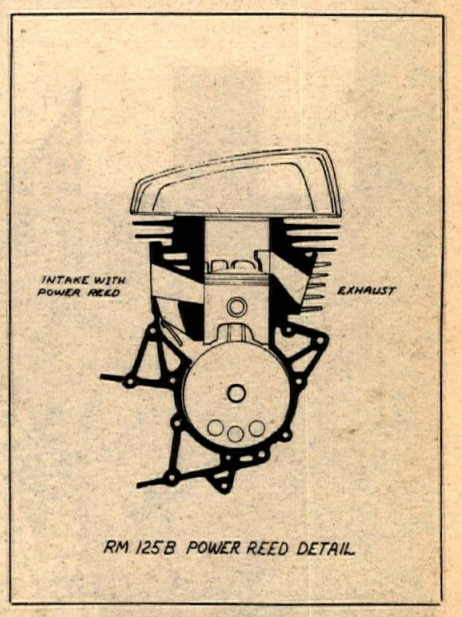
Front and rear weight distribution was very good. You can correct the RM's position in mid-air with ease and straighten it out on touchdown with either body weight or throttle, or both. Like most long travel suspension motocrossers, the Suzuki wants to ride up on a berm. You have to hold it down purposefully to keep it cranked over and execute the turn. High sides will result if you don't work at it.

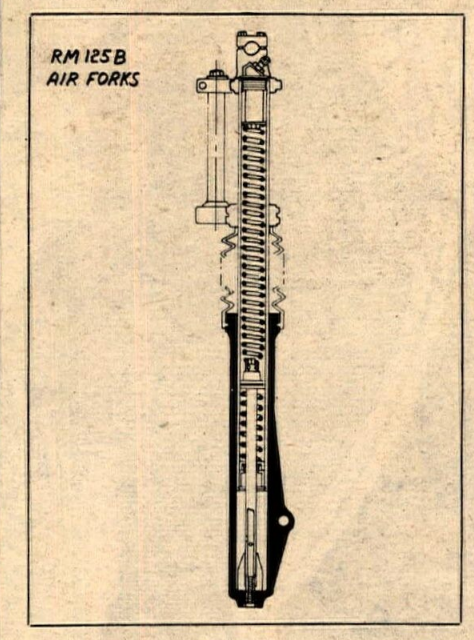
The brakes were excellent, particularly the front brake. It was very powerful yet very progressive and sure in motion. The rear brake was not grabby even though less progressive in feel than the front. It was certainly strong enough for a 125 bike and rider but did induce some rear wheel hop under especially hard braking. As usual for motocross, the RM "B" encourages a rider to use the front brake a lot with the rear just enough for stability or when necessary for serious stopping — like the unbermed 90 degree turn at the end of a straight.

The bike-rider physical relationship drew no complaints. Controls are well-placed, footpeg height and position felt comfortable even for six-footers, and the seat-tank relationship is one of the better designs we've ever encountered. The seat was initially a little hard but that foam should break in nicely after a few weeks' riding.

The Takasgo rims are laced to hubs in a cross-three pattern with what we judged to be nine-gauge spokes. They must be good wheels since tester Gary "Skyshot" Hymes didn't break them, and he has been known to break cast alloy wheels in an hour's outing. The handlebars are wide at 34.5 inches but a hacksaw can tailor them to fit whoever owns the bike. The bend and







shape are quite satisfactory — as they have been on past RMs. The 'bars are still made of chrome-moly steel painted black, just like the frame. The recommended retail price for the whole package is $1025. The price jump doesn't even begin to account for the added expense of remote reservoir shocks (which were about $150 when you could get them) and the all-new air-spring front fork. It's still a bargain.

As is true of all racing 125s we're familiar with, there is a noticeable power drop when the engine has been running for a long time and gotten nice and hot. The one or two horsepower power loss which would go unnoticed on a 500 class bike ends up making a difference in the response of a 125. This heat buildup power loss is not a specific criticism of the Suzuki, but the general rule does apply to it. And there is still the question of tying the useable powerband to the RM125B's handling characteristics. It's premature to draw any firm conclusions at this point on whether that side of its personality really is an improvement over the "A" model.

One thing we do feel to be true of the "B" model Suzuki is that the gnarlier and nastier the course is, the better this RM125 will shine. It eats up whoop-dee-doos and bumps that should be bone-jarring. You tense for the impact that never comes. If the tight gearbox loosens up with use, the RM125B will probably be *the* bike in its class when it comes to tackling tough circuits. It is heavily influenced by the Suzuki World Championship Grand Prix bikes. The closer you — and the bike — get to Grand Prix racing conditions, the better you — and the bike — will perform. ●

Specifications

Engine	Two-stroke piston and reed port, air-cooled
Bore X stroke	54mm X 54mm
Displacement	123.67cc
Carburetion	Mikuni 32mm VM32SS
Wheelbase	55.3 inches +/- half an inch
Front suspension	Kayaba air-spring fork with 9.1 inches travel
Rear suspension	Kayaba remote reservoir dampers with 87/182 split springs w/8.8 inches travel
Weight (dry)	194 lbs.
Recommended retail price	$1025

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Orland
SCOTTYS CYCLE SPECIALTIES
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Pasadena
PETALUMA MOTORCYCLE CENTER
Petaluma
LEAVITT POWER TOOL CO. INC.
Rancho Cordova
HANDY MAN CYCLES
Ridgecrest
DESERT MOTORCYCLE SUPPLY
Riverside
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CROWN CYCLE
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Sacramento
PROFESSIONAL CYCLE CENTER
Sacramento
SAN BERNARDINO CYCLE
San Bernardino
MOTORCYCLE RACING SPECIALISTS
San Clemente
PACIFIC SUZUKI
San Diego
VIC'S COMPETITION MOTORCYCLE SHOP
San Diego
THE ROTORCYCLE SHOP
San Fernando
CALIFORNIA KART SALES
San Jose
JENSENS CYCLE
San Jose
RED AHM'S CYCLES
San Jose
KAWASAKI OF SAN MATEO
San Mateo
QUALITY M/C CARE
San Rafael
A.A.A. CYCLE CENTER
Santa Ana
GRAND PRIX CYCLES
Santa Clara
INTERNATIONAL CYCLE CENTER
Seaside
SEBASTOPOL CYCLE SUPPLY
Sebastopol
MISSION HILLS M/C SALES
Sepulveda
SOUTH CITY CYCLES
South San Francisco
BIKE WORLD KAWASAKI
Sunnyvale
AUGIE'S CYCLE
Susanville
DICK OXFORD'S HARLEY DAVIDSON
Taft
CONEJO HONDA
Thousand Oaks
TRINITY MOTORS
Trinity Center
H & N MOTORCYCLE
Upland
FREEMANS MOTORCYCLE SALES
Visalia
UNICORN MOTORCYCLES
Vista
THOMAS M/C & OUTBOARD SERVICE
Weaverville
WESTMINSTER SPORTCYCLE
Westminster
WOODLAND KAWASAKI
Woodland
NOR CAL CYCLE
Yreka
JIM CLARKS SALES & SERVICE
Yuba City
MOTORCYCLE REBUILDERS
29 Palms

COLORADO

THE TRAILS & ENDURO SHOP
Boulder
CYCLE CENTER
Canon City
L & P CYCLE
Castle Rock
GILBERTS CYCLES
Colorado Springs
CHUCKS RECREATION
Colorado Springs
BILLS GARAGE
Del Norte
TRACK & TRAIL LTD.
Denver
COLORADO RECREATION EQUIPMENT
Grand Junction
MILNER SPORT SALES & SERVICE
Milner
HI PLAINS MOTO SPORTS
Sterling
THE CYCLE SHOP
Wheatridge

IDAHO

KREBBIEL'S COUNTRY STORE
Aberdeen
ASHTON APPLIANCE CENTER
Ashton
COUNTRY SPORTS
Blackfoot
MOORE AUTO & CYCLE
Boise
PLAY PALACE
Buhl
C J's, INC.
Declo
THE SPORTSMAN
Driggs
SPORT CYCLE SALES, INC.
Idaho Falls
PONDS LODGE
Island Park
B & H CYCLE
Kamiah
R & M CYCLE SALES
Mountain Home
PIT STOP
Pocatello
TARGHEE SPORTS CENTER
Rexburg
FIFES SPORTS SALES
Rigby
SALMON CYCLE SHOP
Salmon
WRENCOE
Sandpoint
BILLS CYCLE CENTER
St. Maries
DON'S TIRES & CYCLES
Twin Falls
JACK'S MOTORCYCLE SHOP
Weiser
MARSHALL & NELLS OK TIRE
Wendell

MONTANA

DRAPER CYCLE
Anaconda
J&A GRAND CYCLE & MARINE
Billings
CARLS REPAIR SHOP
Bozeman
D.G.L. INCORPORATED
Butte
ANDYS SERVICE
Chinook
JOHNS REPAIR
Forsythe
VICS CYCLE SERVICE
Great Falls
BOB'S HODAKA SHOP
Haver
THE SHOP
Havre
PLACER MOTORS INC.
Helena
OJ's CYCLE
Kalispell
HODAKA SHOP
Missoula
FERGIES CYCLE SHOP
Roundup
HALSE MOTORS
Sheridan
TWODOT CYCLE SALES
Twodot
MEAGHER MOTOR
White Sulpher Springs
HOAGY'S MARINE & CYCLE
Whitefish
JOHNS MOTOR SPORTS
Wise River

NEBRASKA

DUAINE'S CYCLE SHOP
Humbolt
THE CYCLE SHACK
Lincoln
PUT PUT HUT
Sidney
HAACK CYCLE SALES
York

NORTH DAKOTA

CLINES IMPLEMENT
Oakes
BILL'S CYCLE SPORTS
Bowman
SUZUKI OF FARGO
Fargo
FIELD'S REPAIR SHOP
Jamestown
ACTION SPORTS
Minot

NEW MEXICO

WEIRD HAROLD'S CYCLE CENTER
Albuquerque
CLOVIS CYCLE SALES
Clovis
SNELL HARLEY-DAVIDSON
Farmington
GALLUP CYCLE CENTER
Gallup
HOBB'S CYCLE SALES
Hobbs
WHEELSPORT INDIAN
Las Cruces
SPORT MOTORS
Roswell
COZZENS T-MOUNTAIN SPORTS
Tucumcari

NEVADA

WHITE CYCLE
Carson City
T.K. ENGINEERING
Elko
MOTO-DEPO
Encline Village
BOB'S CYCLE SHOP
Fallon
DIRT RIDERS SPECIALTIES
Las Vegas
VEGAS CYCLE CENTER
Las Vegas
CLARKS CYCLE CENTER
Reno
PYRAMID CYCLE REPAIR
Reno

OKLAHOMA

MOREHEAD CYCLE SHOP
Altus
THOMAS CYCLE
Broken Bow
DONS MOTORCYCLES
Cushing
EDDIE'S HODAKA
Duncan
DONS CYCLE SALES
Enid
JIM'S CYCLE
Henryetta
HUGO CYCLE CENTER
Hugo
HOUSE OF HODAKA
Lawton
CORKY'S SUZUKI
Miami
M&M CYCLES
Moore
MUSTANG M/C SUPPLY & ACCESS.
Mustang
JOHNNY'S CYCLE SERVICE
Oklahoma City
MOTORCYCLE SUPPLY
Oklahoma City
THAT PLACE
Oklahoma City
CUSTOM CYCLES
Stillwater
JOHNS AUTO & CYCLE SALES
Texhoma
GLEN'S HODAKA
Watonga

OREGON

TWO WHEEL HORSE
Albany
J & R RECREATIONAL SALES INC.
Bend
SPECIALTY CYCLE
Central Point
NORTHWEST CYCLE CENTER
Corvallis
JERRYS 4 CYCLE SHOP
Eastside
GILLETTE ENTERPRISES
Eugene
CROWELL'S CYCLE
Forest Grove
E&E CYCLE EXCHANGE
Grants Pass
HINTON'S CYCLE CLINIC
Hermiston
MOTO MOTION
Medford
MARIO'S ITALIAN MOTOR
Portland
THE CYCLE WORKS
Portland
PETITE CARTS
Portland
COMPETITION MOTORS
Portland
OLSEN'S CYCLES
Salem
WALKERS CYCLE CO.
Salem
ALLENS CYCLE SALES
The Dalles
RON'S CYCLE SHOP
Vale
KNIGHTS SAW SHOP
Wallowa

SOUTH DAKOTA

E.T. TIRE SUPPLY
Belle Fourche
PERRY SPORT CENTER
Brookings
BJORKE CYCLE CO.
Huron
B & H KAWASAKI
Pierre
HILLS TIRE SUPPLY
Rapid City
JOHNSON SERVICE
Webster

TEXAS

TERRY'S AUTO SUPPLY
Abilene
DIRT WORLD
Amarillo
SPORT-N-STREET
Arlington
AUSTIN SPORTCYCLES
Austin
GATES SAW CO., INC.
Conroe
BEST IMPORTED CYCLES
Corpus Cristi
WARD GUY'S SERVICE INC.
Dallas
WHITE ROCK HODAKA
Dallas
JACK BARNETT CYCLE SHOP
Denison
MASSEY ENGINE SERVICE
Euless
MODERN SALES & SERVICE
Ft. Worth
CYCLE SHACK
Houston
SPORTCYCLES OF HOUSTON
Houston
LAMESA SPORTCYCLES
Lamesa
M L's WHEEL CENTER
Levelland
HODAKA SALES AND SERVICES
Lubbock
JIMS PERFORMANCE CENTER
Palestine
HODIE HODAKA
Pasadena
CYCLE INN
Port Arthur
CYCLE CITY
San Antonio
HODAKA SALES & SERVICE
Stanton
INMON MOTORS
Waco

UTAH

H AND E SPORTS
Bountiful
STEVENS SNO JET
Ephraim
COOKS SALES & SERVICE
Layton
FOUR SEASONS SPORT CENTER
Logan
JERRYS BODY SHOP
Ogden
FREEDOM HONDA
Provo
ROY MOWER & CYCLE
Roy
C & G CYCLE
Salt Lake City
WRIGHT SALES
Salt Lake City
COUNTRY SPORTS
Spanish Fork
PETE'S CAT HOUSE
Tremonton

WASHINGTON

COOPERS CYCLE
Aberdeen
AMANDA PARK TEXACO
Amanda Park
AUBURN MOTOR SPORTS
Auburn
CHUCKANUT CYCLE SALES
Bellingham
A.J.'S CYCLE
Bothell
STEVE'S SUZUKI
Centralia
WEST HILLS SALES & SERVICE
Cle Elum
WHIDBEY CITY SAW & CYCLE
Clinton
THE EMPIRE
College Place
CONNELL AVIATION
Connell
LARRY'S MARINA
Coulee City
J & J CYCLE
Coulee Dam
THE CYCLE WORKS
Lacenter
MOODYS CYCLE
Lacey
ALL SEASONS SPORTS & HDWE.
Loon Lake
CAR CRAFT & HODAKA
Lynnwood
FRIENDLY MAICO, HODAKA & STEEN
Marysville
COVEY'S
Omak
ANGELES BIKES
Port Angeles
HODAKA HEADQUARTERS
Port Townsend
GEORGES MOTORCYCLES
Puyallup
SEA TAC CYCLE
Renton
RICHLAND DIRT BIKE
Richland
DAVE'S MOTORCYCLE SHOP
Ritzville
U.S. CYCLE
Seattle
CAPTAIN DIRT
Spokane
DICKS CYCLE SUPPLY
Spokane
LINCOLN AUTO PARTS INC.
Tacoma
COLUMBIA M/C CO.
Vancouver
GOOD SPORTS ASSOC.
Waterville
MOTORCYCLE SERVICE
White Salmon
YAKIMA SNO-JET SALES
Yakima

WYOMING

ALPINE SPORTS CENTER
Alpine
FLEMING EMPLEMENT
Baggs
PIT STOP
Basin
PATTERSON FUN COUNTRY
Casper
LEE'S MOTORCYCLES
Cheyenne
CLARK'S BODY SHOP
DuBois
ROBERT'S CYCLE SHOP
Etna
KEYES HODAKA SALES
Evanston
JACKSON HOLE CYCLES
Jackson
MOUNTAIN SPORTS SHOP
Rawlins
MO'S CYCLE SHOP
Rock Springs
ZEIGER ENTERPRISES
Saratoga
BIG SKY CYCLE
Sheridan
MAGEES AUTOMOTIVE
Thayne
MICHAELS CYCLE CENTER INC.
Thermopolis
THE SPROCKET SHOP
Torrington

Bob and Jeff Fox: Correcting a shocking situation

By Jim Gianatsis

Necessity is the mother of invention, it's said, and no saying rings more true in the technology of racing motorcycle long travel rear suspensions. Motocross racing forced the advent of long travel rear (LTR) suspension as a means of getting from point A to point B much more quickly. The case being the distance from point A to point B is the roughest motocross track you can think of — something like Carlsbad the day after the U.S. Grand Prix.

With LTR came the discovery that the ordinary shock absorber or rear suspension units everyone had been using weren't up to the task. People started modifying ordinary motorcycle shock absorber units to increase their reliability and performance for LTR, but it just wasn't enough. A completely new shock absorber design was needed to combat the demons of fade and unreliability. To this end the Bilstein deCarbon-principle shock and the Girling gas-charged shock led the way.

Today, the design principles that Bilstein and Girling introduced are still used, but other manufacturers have incorporated improvements to the basic designs to make them better. Because of these improvements the presently top-rated shocks for serious motocross competition are the Kayaba and Koni reservoir units, and the two types of Moto-X Fox shocks; the Fox Shox and Fox AirShox. It is interesting to note that Kayaba and Koni are two of the largest shock companies in the world, and that their shock designs are basically the same using the deCarbon principle with external reservoirs to help reduce heat fade. Also, their shocks are not readily available to the general public, except for the Kayaba reservoir units which are available in limited lengths from Suzuki.

Moto-X Fox, on the other hand, is definitely a small company with some very radical ideas on what shocks should be like. Their ideas work extremely well, and they sell every pair they can crank out of their little shop. Almost every top privateer on the National circuit uses Fox Shox and AirShox, as well as some pretty quick factory riders. Kent Howerton used the same pair of Fox AirShox on his factory Husqvarna the entire 1976 racing season, winning the 500cc National championship in the process. Other top riders using and helping to develop Fox shocks include Brad Lackey and Pat Richter. For a better insight into what Moto-X Fox is all about we paid a visit to their rapidly growing little company, located in Campbell, California, just south of San Francisco, where we talked to the men behind the Moto-X Fox name.

Jeff and Bob Fox hardly look like dirt bikers, and for good reason. The two brothers have degrees in physics, with Jeff holding a Ph.D. from the University of Wisconsin. For four years Jeff taught physics at the College of Santa Clara, somehow getting involved in dirt bikes as a hobby. This led to part ownership of Grand Prix Cycles in Santa Clara for two years, then Jeff sold his share of the business to begin Moto-X Fox distributors in February, 1974. Brother Bob meanwhile, was working for an aerospace firm called United Technology building space rockets. From there Bob worked in marketing for an electronic's firm. Bob did a lot of hanging around Jeff and got hooked up on bikes as well. Soon, they were involved in the distributing business together.

"Moto-X Fox has been a successful business because we concentrate on quality and good service," says Bob. "There was a lot happening with suspensions three years ago, as there still is today. Since we were engineers, we decided to study the shock absorber problem and come up with something better."

The shock absorber which made the brothers famous because it worked so well and proved reliable was the Fox Shox. Isn't it basically a Girling gas charged type shock, and is it more effective than the deCarbon type where the oil and gas are separated by a floating piston?

"The Fox Shox is similar to a Girling in principle," says Jeff, "but the heart of a shock is the valving and that's all our own design. We experimented with both the Girling and deCarbon designs and found the Girling design to be just as effective as the deCarbon, while being simpler and more reliable. The advantages of our Fox Shox over the Girling are numerous. Our shocks are rebuildable, have stronger one-half inch shafts, and the latest models have an even newer damping piston system."

"Test riding is what we use to determine our damping design," adds Bob. "Novice and Pro riders on the AMA circuit help us to test our shocks, and now we offer the Fox Shox in three damping rates. We have a shock dyno, but it's used mainly for testing new shocks to see that they're working properly after being assembled."

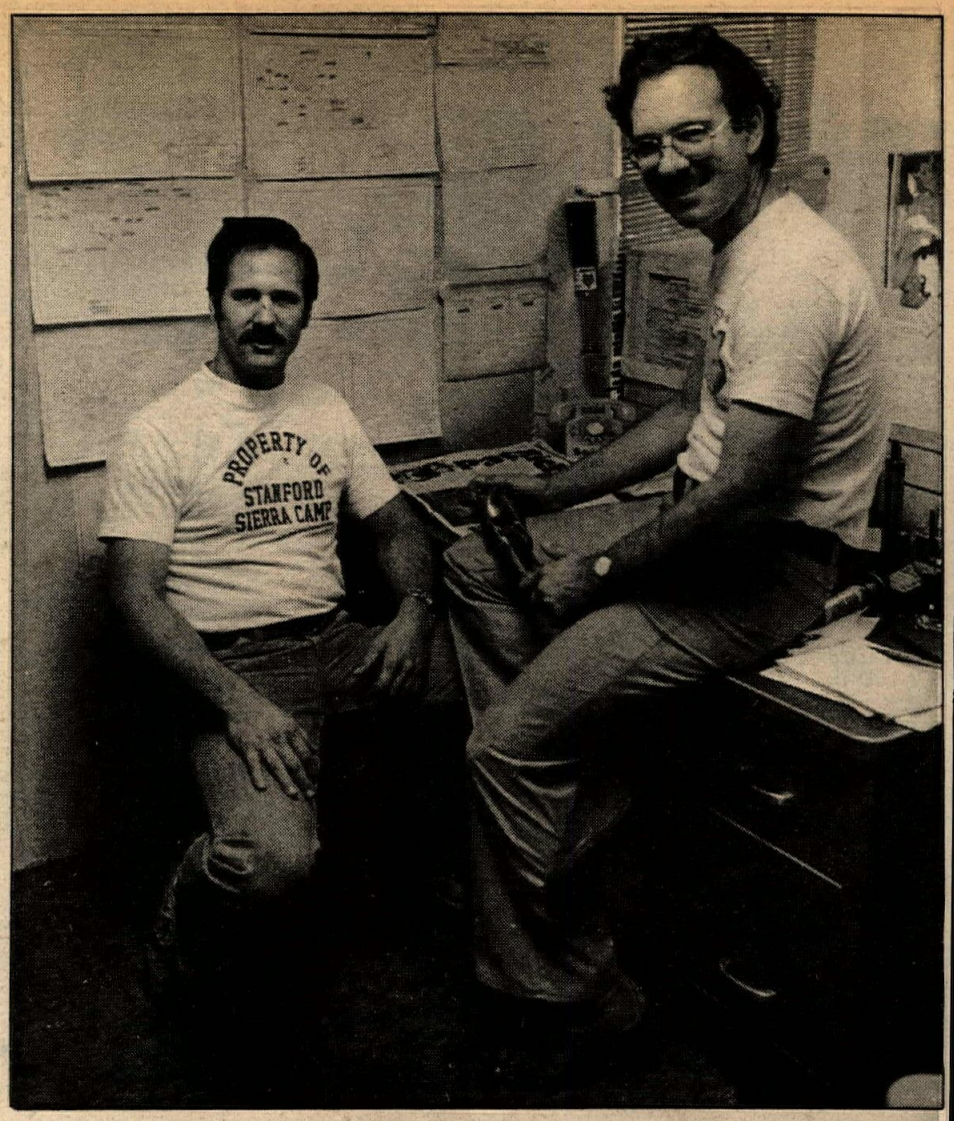
What exactly causes shock fade? Is it the oil thinning out from heat, foaming up with air, oil leaking past the outside of the piston when the cylinder walls expand from heat, or all of these?

"On a well designed shock like ours," answers Jeff "fade can only be caused by a change in oil viscosity from heat. Since the oil is already gas-charged, there is no additional oil foaming once the shock is working for more than a few strokes, so the valving is designed to work with gas and oil mixed.

"The damping piston will usually expand with heat, the same amount that the outer body of the shock does, so no oil can leak around the piston. Besides, on our shock we have a piston ring on the damping piston, similar to that in a piston engine, where oil pressure expands the ring to make it seal harder. This prevents almost all blow-by.

"Since shock fade is then caused only by oil changing its viscosity due to heat, the idea is to use the thinnest viscosity oil possible — oil that can't get much thinner then it already is. We've done a lot of experimenting with oils to find the best. So far Bel-Ray LT100 works the best in our shocks of all the oils we've tested. LT100 fades less than LT200, which fades less than LT300. When someone wants more damping in our shocks we recommend changing valving, not changing to a thicker oil. Valving design is also very important, because some designs heat the same oil up much more quickly than other designs."

"We've used water in our shocks," says Bob, "mixed 8:1 with water-soluble oil for piston lubrication, and fade becomes non-existent. (Water has a viscosity of 0 which remains the same at any temperature short of freezing or boiling). With water a bladder system has to be used to separate the air and water."



The ones responsible. Bob Fox (left) and Jeff Fox.

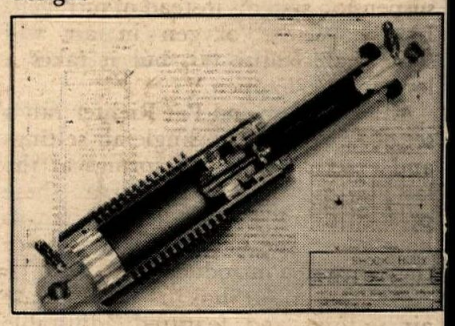
How does a reservoir type system help?

"A reservoir system only helps actual damping about five percent when a floating piston is used to separate the air from the oil," explains Jeff. "The oil being used is thin enough already in our shocks that foamed air or nitrogen in the oil hardly affects the damping. We do offer a reservoir kit for our shocks, and where the reservoir proves useful is that it allows a larger volume of oil to be used which can stay cooler longer. A floating piston or bladder must be used with a reservoir system though, or else when the shocks are mounted upside down — like on the works Suzuki and latest RMs — air will get into the lines and the shocks won't dampen properly."

Isn't it rather clumsy and unreliable to use externally-mounted reservoirs like the factory teams use with their Kayaba, Koni, and Fox shocks? Isn't a reservoir setup like on the Marzocchi shocks where the reservoir is part of the shock body a much better idea?

"Certainly," answers Jeff. "If every shock I was to build and sell had to have reservoirs with it, then I'd build the shocks with the reservoirs welded on. But 80% of our shocks sold aren't used with reservoirs. The customers aren't using the shocks hard enough that they'd benefit from the slight increase in fade resistance the reservoirs offer. For them it isn't worth the extra money. I think my Fox Shox is the best there is for the price. I also think Bob's AirShox is the ultimate, but then it's not for everybody."

Why does the Fox AirShox seem to be the ultimate in shock absorber design?

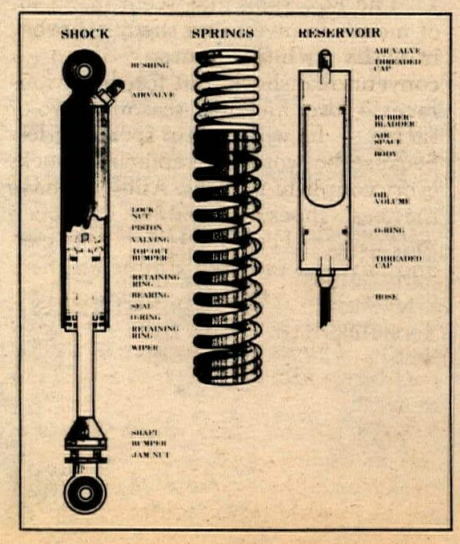


Note dual airchambers.

"The overwhelming advantages are strength, adjustability, reliability and wear resistance," says Bob. "Not one of the AirShox riders in this past Trans-AMA Series had a shock failure. No one has ever bent a shaft. They are easier to work on than other shocks. They are totally adjustable for damping and spring rate, so they can be set up perfectly for track conditions. When they are set up right they'll never bottom out hard because of the excellent progressive effects that air offers. Both Lackey and Howerton say they lack the bottoming-out jolts of conventional steel spring shocks that really can tire out a fast rider."

With so many advantages over conventional shocks, why isn't the AirShox the best shock for all dirt bike riders?

Regular Fox Shoxs utilize the Girling-type pressurized gas/oil system.



PHOTOS BY JIM GIANATSIS

Pat Richter helped develop the Fox dual-rate Airshox.

"To set the shock up right a fellow has to have a nitrogen air tank system, which is somewhat expensive," explains Bob. "It's a shock that has to be maintained weekly — certainly not a non-maintenance shock for the trail rider.

"Because of the rubber bladder design in the AirShox, and because no rubber is perfect, gas will permeate through the bladder and air pressures will change over a period of weeks. Air pressure needs to be reset every weekend, and oil in the shock should be changed every one or two months.

"Actually, air can be used in suspension systems instead of nitrogen. In theory the oxygen in air will somewhat oxidize oil, but it takes a long time to happen."

Brad Lackey and Pat Richter ran a set of Fox Shox with single air settings and external coil steel springs at the last few Trans-AMA races. Are these prototype units, and what changes have you made to the Fox Shox since they were first introduced?

"The first AirShox had single-rate air settings and featured adjustable damping which could be set externally," says Bob. "Present shocks now have dual-rate air settings — one for initial soft rate travel and the other for firmer full travel use as the shock nears bottoming out. It definitely works better than any dual-rate external spring system. When we went to the dual-rate air system, though, we had to do away with the external damping adjustment feature. Damping now is changed internally by the replacement of Holly automotive carburetor jets. Right now we're working on an improved damping system which will give less damping at high operating speeds, and more damping at low shaft speeds.

"Regarding the air/spring shock experiment seen during the Trans-AMA Series, Kent, Brad, Pat Richter and Gary Chaplin all seemed to like the regular dual air pressure setup better. It was interesting to note, that in some situations they thought the spring/air setup did work better. I should make note that anytime modifications are made to the Air Shox, bolt-on kits will always be made available to update older shocks so they never become obsolete. The improved damping changes we're working on will be available in a kit for about $10.

"The Fox Shox may seem like a lot of money to invest in a shock absorber initially when compared to a conventional shock, but for the serious racer — over an entire season or two of racing — he will end up spending less because he won't be replacing shocks every couple of months. And he'll have the best shocks available. I've been working on these shocks for two years and have yet to make a dime on them because I'm constantly incorporating new designs into them and changing tooling. I guess I'm too much of a good engineer and not enough of a business man."

Some of the ideas which Bob and Jeff have developed, with the help of associate Steve Simmons, have proved to be pretty spectacular. One in particular was a dual air spring system for front forks, similar in principle to the dual air spring system for the Fox AirShox. The dual rate air fork system allowed precise dialing-in of air sprung forks for small and large bumps, something that really can't be done with single stage air forks. Brad Lackey used such a pair of dual rate air forks on his factory Husky for almost an entire year. Unfortunately, marketing such a kit in large enough volume to be profitable would be difficult, because it would have to cost around $80-100 and require that forks be sent to Moto-X Fox for modification.

A more practical and less expensive solution is to use soft springs in conjunction with single stage air forks, similar to the prototype Kayaba forks on the Japanese works bikes. Moto-X Fox is presently marketing such kits for all major brands of dirt bikes.

Steve Simmons is presently working on a leading axle front fork assembly specifically for front wheel travel over the 10-inch limit. The forks will have super thick tubes to do away with flex, and lots of slider overlap for safety and no seal leaking. It wouldn't be too difficult to offer such forks with a dual rate air spring option, the advantages of which would be total tuning-in of the forks for track conditions and less unsprung weight. Steve's new forks should be available through Moto-X Fox early in 1977.

Because they seem to know more about suspensions than anyone in America, we asked Bob and Jeff where they felt suspension technology was heading.

"I think suspension travel will reach its limits up around 12 inches," says Bob. "The new smaller-diameter rear tires like the 4.50 x 17 which Brad used during the Trans-AMA could help suspension operation as far as giving better traction, but it has to be remembered that a tire is an undamped spring and it will affect shock damping."

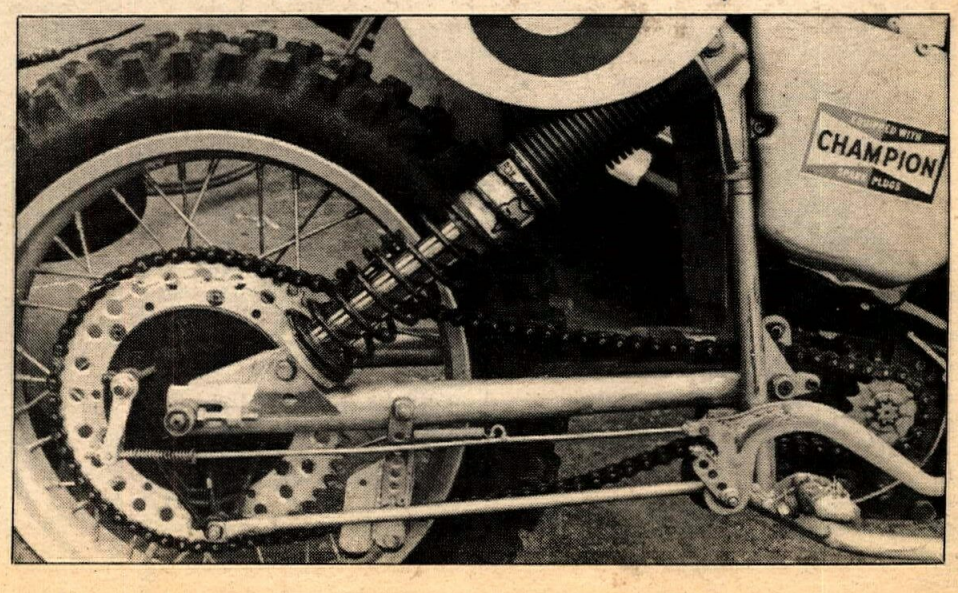
"We feel that Kent Howerton's rear suspension, which Eric Crippa modified to allow the use of a longer shock mounted on the swingarm near the rear axle, is the ideal setup," says Jeff. "There's less stress on the swingarm that way. The setups which are on the Suzukis and the Maicos aren't very good because they allow the swingarms, particularly on the production bikes, to flex too much, which also puts a lot of stress into the frames. Suzukis have always had flex problems with the RM swingarms, and while the aluminum-box swingarms which are available from accessory companies correct some of the problems, they don't solve all of them. Fox is now offering swingarm kits with 17½-inch shocks mounted near the rear axle for Suzuki RM 250/370, Husky GPs, and Honda CR-125s (15½-inch shocks).

"Riders think they can get more rear wheel travel by bolting on longer shocks, but it isn't a good idea. Jim Pomeroy wanted to use our shocks on his Bultaco, but we couldn't offer him our shock in the same length as the Konis he was using without causing him to lose an inch of travel. Our shocks have beefier bearings and internal parts which take up more shaft travel than normal shocks. For bikes to get more rear wheel travel, the frames or swingarms need to be modified. That's where we feel our new swingarm/shock kits will be a good idea. Just ask Kent Howerton or Steve Wise how well they work."

Bob and Jeff Fox are deeply involved in the improvement of suspension components for off road competition. Their engineering background gives them the knowledge to design and build some of the best suspension systems available, rivaling the top Japanese and European companies. Amazing what a little ingenuity can do. ●

Fox Shox are hand assembled and dyno tested.

Experimental air/spring shocks on Kent Howerton's Husky.



Desert

PHOTOS BY LANE CAMPBELL

A little snow here, a little mud there, a bit of reverse-pucker from time to time — scenes from UEA's Silver Dollar Enduro near Red Mountain.

UEA Silver Dollar:

Mud and Snow come to the California Desert

By Lane Campbell

RED MOUNTAIN, CAL., JAN. 16

The combination of gentle warming and mounds of week-old snow added something unique to the California family enduro scene—short stretches of slippy-slidey mud

mixed in spots with a little snow and ice. Because of good course layout, the United Enduro Association (UEA) Silver Dollar Enduro came off as a standout example of good clean dirty fun with motorcycles, instead of turning into a disaster.

About 600 people showed up at the campsite and pits, which commands a sweeping view toward California City Over 100 riders attended Larry Langley's timekeeping school on Saturday. Little did they know that the club would mix terrain and checkpoints such that they'd need to exercise their new knowledge very well. It was as if the orgainizers had set the run up to pound in the vital lesson — when you're supposed to be on your minute, be on it!

It started off deceptively enough, as the course serpentined over gentle terrain away from the start on the first loop, climbing northwest and criss-crossing numberless trails in this heavily-used area. After the mileage check, the ground got more interesting, then they popped riders up on a ridge for a spectacular overlook (signed "Scenic Route") of Koehn Lake with the snow-covered Sierras in the backdrop. Then it was really fine ridgerunning, little or no dust, a few wet spots to mark the whoopdies, and finally into Wilson's Gully — the first really tight trail of the run. There was a check at the bottom.

The rest of the first loop stayed fun, scenic, and relatively easy with good dangermarking as long as you were keeing to enduro speeds. There was one really neat slick-snowy downhill through mounds of white stuff, then all too soon back to camp over fast whoopdie trail for a short break. The Under-16 Cs and Womens B/C riders stopped here.

For the rest, the second loop awaited, and it was really fine. There was "No Guts Gorge" with patches of ice still left in spots where the sun never shines — and of course, a check at the bottom. There was "Pooch's Magnanimous Massage Parlor," which was either named after that big black cave in the side of the mountain or the gnarly old uphill that followed.

Then there was the downhill where the sign said "Apply for Flight Insurance." It had a really muddy down-up right in the middle with two turns and no place to go for the unfortunates whose wheels lost the groove. If you got off, it was either lift the bike back onto the trail or throw it off a cliff. Then another short pucker downhill for the survivors and a gentle wash where you were tempted to rest and catch your breath. But of course, right around the next blind bend in the wash. . .was a check. Gotcha!

There were other neat little touches like the speed change sign in the middle of a downhill sufficiently cobby that you were really too busy to read the sign. Clever.

There was more good gully running, lots of it, and one memorable ridgeline downhill. There was the "Ski Lift" up to Government Peak — mud skis on both boots required. Finally there was the fork in the trail that went "Hard Way — Easy Way". The Cs could go the easy way; As and Bs had no choice. The hard way was real enduro riders' enduroing — plenty of snarly climbs, dropaways, tight gullies and mud mixed with patches of melting snow. At the end there was the downhill left over from last year's Little Tuffy within sight of the finish. Nobody's mistakes went unnoticed.

With all the cobby ground and unexpected wetness, there was some worry for the kids and the playriders here and there (and some dodgy moments when lost souls from the nearby District 37 race got on the course headed backwards), but no injuries were reported to the contestants. The one injury of the weekend was to club president Bob Ashlock, who crashed while riding near camp and suffered a compound fracture of the collarbone.

Unofficially, there was a three-way winner tie among the one-loopers. Donna McMahan (Womens B, 200cc), Lenny Russo (Under-16 C, 125cc) and Tony Eulo (Under-16 C, 125cc) all had zeroes. No one zeroed the second loop.

The unofficial overall winner was Kenny Lewis, Jr. (400 Yam) with one point and 42 seconds at the two tiebreaker checks. There were a multitude of other "ones", most of which came at the check which decided the enduro, in a 30 mph section located after that diabolical downhill speed change sign mentioned earlier. It was also a tiebreaker check.

Official results when available.

PHOTOS BY GARY LAUDIG

Riders slow enough or clumsy enough to crash (inset) don't deserve their name in Cycle News. Just their pictures.

Brooks snowballs Desert Rats Hare Scrambles

By Gary Laudig

RED MOUNTAIN, CA, JAN. 16

Tom Brooks (400 KTM) won the Desert Rats Hare Scrambles by staying on course while many other riders strayed onto an enduro course that crossed the race course at two points.

In addition, snow! Everywhere you looked was the white stuff. So much so the Desert Rats had to alter over ten miles of their first loop including the smoke run; which brings to mind the question, how does one lime mark snow? *(Charcoal?. . . Ed.)*

The first loop was fast. Just past the bomb were some whoops, rocks and rollers. A fire road led into a sand wash which went to the railroad crossing. After the tracks was where the fun began. The course circled around behind the Spangler Mountains, paralleling the Trona Road, then swung up into the foothills. After some neat cross country riding, came some deep rollers followed by a narrow canyon splotched with snow. Then, *snow country:* The trail wound around and started back in the direction it came from, just before a Matterhorn-type hill about a hundred feet down, completely covered with snow. The course continued on through a small, fast sandwash canyon that gradually opened up into some real neat cross country terrain. The railroad tracks were followed to the power line road, where they were crossed. A mile later, the course turned back for the mad dash to the finish line.

Tom Brooks led it to the bomb, with brother Cordis (250 Bul) five seconds behind. Following Cordis, Wheelsmith Maico-mounted Chuck Pettigrew and the Number One heavyweight, Mike Edmondsen. Then the rest of the riders poured past the bomb and were on their way unaware that before long many a good ride would be lost because of some inconsiderate UEA Enduro persons who ran their ribbon right into the Desert Rats course at two separate locations. The first Novice to the bomb was Chuck Denton followed by Don Plummer.

At the Matterhorn downhill, Tommy Brooks came down kinda out of shape. Second-place Pettigrew did get out of shape and crashed in the snow but got right back up and continued his pursuit. Cordis Brooks broke his chain and any chance of a challenge. Larry Roeseler (250 Hus) and Marc Cartwright (250 KTM) decided to add a new dimension to their riding skills and took on about five miles of enduro course before calling it quits when they came to a solid snow and boulder uphill. Bob Rutten not only got off, he got lost also.

The race continued with Ron Irby (360 Hus) running first Heavyweight Amateur, Rusty Blake was first Trail Expert, with Dennis McLaughlin in hot pursuit. Don Green and Bob Torgersen diced for first Division II Expert; the honors went to Green. First Novice Don Brand, running fifth at the bomb, took over first place by Check Two, while Steve Nelson came on from way back in the pack up to third overall Novice, first Heavyweight. The Novice gang at the Mattherhorn downhill resembled a tobogganing party with yells, screams, and crashes included.

Tom Brooks finished with an incredible 20-minute lead over second place. Some of the time lag I'm sure, was due to lost contestants. Mike Edmondson liked the course even though he got off on his head. Chuck Pettigrew said he had Tommy in sight but couldn't close the gap. He later threw a chain, then crashed. Trudy Beck, first Women's Division competitor, came in eighth overall. Russ Abbott finished with 18 inches of travel on his 250 Mono. Don't get excited Yammie lovers; seems his mono-shaft nut came off.

The story of stories has to be about John Fero, Team Yamaha Gold Medalist in the Austrian Six Days Trial, out here to shape up for the Shamrocks Cal City Qualifier. Fero was running around ninth or tenth at the bomb on his prototype '77 400. He continued past the bomb for about a mile where he met a rock with his clutch-side case and frame tube, causing John to part company with his bike. Rescue 3 came to his aid and decided John was OK except for a broken nose. Meanwhile the Rescue 3 jeep radiator sprung a leak. John took his bubblegum, wrapped it around a sheetmetal screw and screwed it into the hole. A spectator supplied some water and they arrived back at camp safe and almost sound.

Because of the confusion, I'm not posting results. The ones who were lost didn't place well overall but they really sharpened their riding skills backtracking through the Spangler Mountain Range. Seriously though, the club marked their course well and shouldn't be blamed for the madness that occurred. Everyone loved the snow and the course once they found it.

Last, but not least, a warm "Hello" to Mitch Mayes from all of us here in the desert who are pulling for you all the way. ●

ABC/Bell announces $10,000 contingency for Western racers

ABC/Bell Custom Leathers has pledged over $10,000 worth of contingency awards to riders in Western Region dirt track Nationals, National and AFM road races and CMC motocross for 1977.

A total of $5,250 for the Camel Pro Series dirt tracks will cover both Houston Nationals, all San Jose Nationals and both Ascot Nationals. In each case, the main event winner will be eligible for $500 with $250 for the Trophy Final winner.

Major road race dates covered are Daytona ($1,750 split between the "200" winner, the Lightweight GP winner and the Novice winner); Laguna Seca Formula 750 ($1,000 to winner) and the Sears Point National ($1,750).

In California, $1,500 has been budgeted for AFM road races and $900 for CMC motocross. In certain AFM road races, winners of the 125cc main event, 250cc main event, Open GP and big bike Production will be eligible for $50. Money will be paid quarterly and at year-end to the CMC class leaders in 125, 250 and 500cc motocross classes. The motocross contingency will be based on the rider wearing ABC motocross pants exclusively during the pay period.

To be eligible for the other contingencies, no contract is required; riders must wear the leathers with either the "Kiss of Leather" or ABC/Bell logo visible on the chest. To receive money, the rider simply submits the official race results from Cycle News.

Check with Patty Prestidge at (213) 921-9451 for further details.

Parker 400 contingencies top $10,000 for bike classes.

SCORE International, in announcing Parker 400 contingency sponsors, noted that this year over $10,000 of the total may be won by motorcycle entrants.

Among the posted motorcycle sponsors are: Bell Helmets, $500; Bel-Ray Oil, $700; Bilstein Shocks, $675; Champion Spark Plugs, $950; Cycle Guide Magazine, $200 (including Class 38); Gumout Chain Lube, $400 (including Class 38); Interpart/Filtron, $200 (including Class 38); Jackman Projectors, $150; KC Hilites, $400 plus $400 bonus (including Class 38); K&N Filters, $200 (including Class 38); Mickey Thompson Shocks, $650 (including Class 38); NGK Spark Plugs, $1250 (including Class 38); Modomac 44, $200 (including Class 38); Pennzoil, $900 (including Class 38).

Class 38 is for riders age 38 and over.

The 1977 Parker 400 course map is now available for $1 from SCORE International, meaning it's pre-running time for the February 11-13 event. SCORE has asked pre-runners to patronize the businesses in the area, whose donated time and money have helped make the event a year-to-year success.

Racers will start early Saturday February 12 with 15 hours to complete the 336 mile course. SCORE notes that spectators should find their viewing positions well in advance of the first racers and stay 50 feet or more from the course. ●

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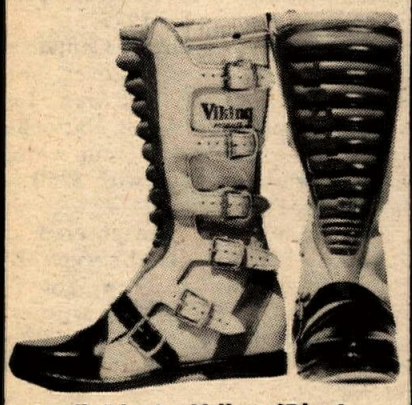
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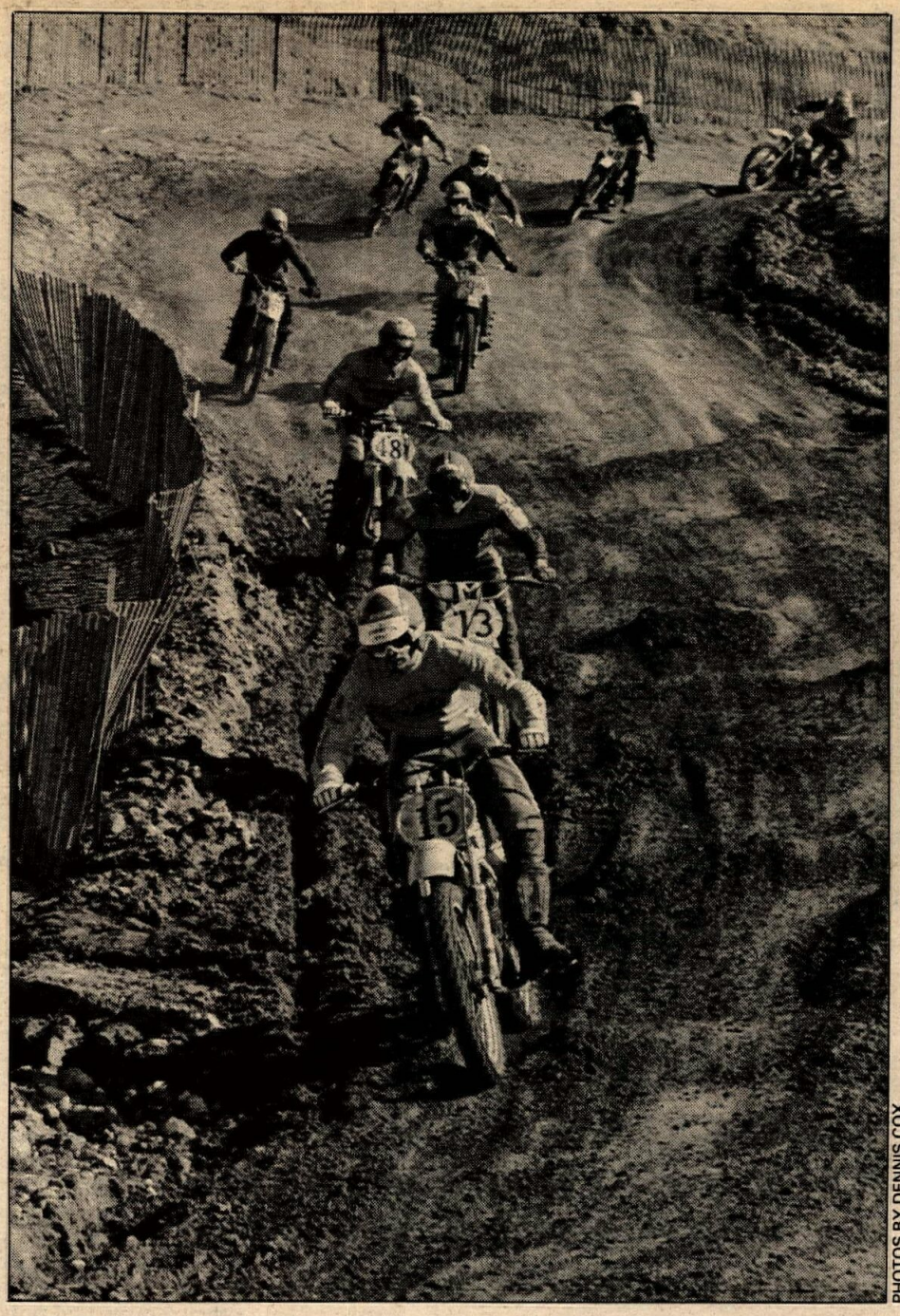
PHOTOS BY DENNIS COX

Ron Turner (15), Gaylon Mosier (13) and Gary Ogden (481) chase AMC's $2000.

IRS looking for Glover, Mosier and Turner after AMC $2000 MX

By Danny Raymond

IRVINE, CAL., JAN. 9

AMC doubled its monthly purse race to $2000 and gathered a hand full of prices and contingencies from FMF, Norstar/Munari, Lee's Pipes, Bel Ray and Scott USA. It was quite a profitable day for Broc Glover, Gaylon Mosier and Ron Turner.

Team Yamaha's new rider, Broc Glover made a clean two-moto sweep in the 125 Pro class. Broc took charge of the first moto after early leader Dave Taylor (Hus) fell and Suzuki's Jeff Jennings threw a chain. Glover caught and passed "Brian" before Myer for the lead. Myerscough held on to second while Tony Wanket (Hon), David Williams (Suz) and Honda-mounted Tim Lunde rounded out the top five positions.

Jennings burst into a short lead in the second moto only to be passed quickly by Broc Glover. FMF's Bob Kline held down third position behind Jennings for over half the race until Dave Taylor motored past. Kline took fourth ahead of Brian Myerscough.

Open Pro action started with "Radical" Ron Turner (FMF) out in front while Jimmy Wright (Mai), Gary Ogden (Suz) and "Gassin" Gaylon Mosier (Mai) looked for the chance to pass for the lead. Wright quickly fell behind both Ogden and Mosier, who went on to a full-moto battle with Turner. Ron held down the lead until a slight mistake two laps from the end allowed both Ogden and Mosier to pass. Ogden held off an intense last-minute charge from Mosier to take the first moto win. Mosier, Turner, Wright and Marty Moates (KTM) finished next.

Turner again jumped out ahead in the second moto but his lead only lasted for moments before Mosier flashed by. Richee Collins was pressuring Rich Thorwaldson and Ogden for third until both Collins and Thorwaldson pulled out with bike problems. As the moto ended, Mosier was way out in the lead with Turner second and Ogden third. Marty Moates finished fourth but was penalized one lap after cutting off half of the first lap when he missed the start due to last-minute chain problems. So Robert Morino wound up fourth, while Jimmy Wright finished fifth.

Turner, third in the Open class, won the 250 Pro race as well. Greg Robertson (Oss) ran second behind Turner all day, while DG's Mike Bell and John Smith (Suz) battled for the third spot, with Bell taking it. ●

Results in Results Section.

Ariz.'s Jim Wright sought AMC gold.

Mosier wins at Saddleback again

By Danny Raymond

ORANGE, CA, JAN. 15

Gaylon Mosier (Mai) held off Gary Ogden (Suz) to earn the 500 Pro win and a big share of Saddleback Saturday Motocross' $600 purse.

In the first moto, Mosier came up and passed Ogden for the lead and the win. After Ogden came Val Tamietti (Mai) and Mike Yorba (Suz), a pair who had been battling heavily through the moto. Mosier led the second moto from the start and finished with a perfect score. Ogden and Tamietti completed the top three overall.

Ron Turner (FMF) won the 250 Pro class in similar fashion — a two-moto sweep, with crowd-pleasing crossups and styling along the way. In the first battle, Greg Robertson (Oss) got the jump on Turner only to drop out of the race. Bill Rubly (Mai) ran second to Turner while Clark Jones (Suz) finished third. Turner got a big lead going in the second moto and did some showboating on his way to the win. Rubly and Jones were again runners-up ●

Results in Results Section.

Tidwell three times at Corona

By Elaine Jones

CORONA, CAL., JAN. 12

Mike Tidwell collected three firsts and one second for the evening. Both the 250cc TT and half-mile fell to Mike, who led both from start to finish. Dylan Neihart was the only one who could stay close, while everyone else dropped out or back with attrition problems. Tidwell won the Money TT in the same fashion.

Tidwell's streak was broken in the 20-lap Money race where he ran into Eddie Lawson.

Mark Butler, who moved into the Open class, won both the TT and Half-Mile Open Combined races. Butler diced with John Matherson and Robert Pfetzing in the TT and John Gimenez and Denny Aguirre in the Half-Mile. Pfetzing repeated his double win in the 125 Combined TT and Half-Mile.

The 250 Amateurs finally got enough riders for separate classes.

DENNIS COX

Big Number 3 — David Taylor on the DG Husky.

Mike DeBruyn had no problems in the TT, but on the half-mile he battled with Dave DeTemple, holding him off for three laps before David was able to get by. Both almost had to take a back seat to Rob Selvy, who was ahead of them until a sour engine took him out on the fifth lap. ●

Results in Results Section.

Dale Anderson and Luke Messer tied on points in the 500 Pro event, with Anderson (Mai) winning on his better second moto finish. Messer (Mai) won the first leg, with Anderson and David Gerig (Suz) behind him. In the second moto, Scott Gillman (Yam) won, with Anderson again second and Messer third. ●

Results in Results Section.

Turner wins twice at CMC Saddleback

By Patti Trotter

ORANGE, CA, JAN. 16

Ron Turner, riding for the Flying Machine Factory, won the 125 and 250 Pro classes at AMC's Saddleback motocross.

Clark Jones (Suz) took the 250 Pro lead going up the hill, only to have Val Tamietti (Mai) get by in the sweeper. It took Turner eight laps to pass about five riders and move into the lead. Tim Lunde (Mai) was one of the victims in Turner's drive for the lead. Lunde finished second. Bill Rubly (Mai) took third.

Turner moved quickly into the second moto lead and finished there. John Smith (FMF) was in second at the beginning of the race with Jon Derhammer (Mon) after him. Derhammer got by in the first race he's finished in six weeks. Lunde and Rubly were fourth and fifth in the second moto and second and third in the final tabulation.

Broc Glover (Yam) led the first moto of the 125 Pros from start to finish. Turner ran second throughout, ahead of John Tessitiore (DG). Warren Reid (Hon) got by Tessitiore only to sail over the berm on Webco Hill and end up going to the hospital for stitches.

Turner led the second moto all the way while Glover crashed twice trying to get by and wound up third behind Tessitiore. The final order was: Turner, Glover and Tessitiore.

(Above and below) Radical Ron Turner coming, going, and winning.

PHOTOS BY DANNY RAYMOND

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PHOTO BY DAN MAHONEY

Ah-One-ana-Two. Eddie Beeson (1x) flies with Mike Tidwell, the winner.

Tidwell wins 250 Expert at AMA D-37 Elsinore TT

By Maureen Lee

ELSINORE, CA, JAN. 9

Those who stayed home to watch the Super Bowl missed running on the super, new track Elsinore offers this season. We think it's neat; the back section has been reworked, there are two jumps and a drop off so let's not hear anyone say they're tried of riding the same old track. Host clubs now have a choice of three variations of the circuit.

Mike Tidwell (Yam), who holds two Number One plates this year and one Number Two did his usual victory number in 250 Expert. Danny Perkins had the lead for a while with Tidwell following along behind, but then Tidwell with classic style, took the high groove all the way around turn one and into the lead. Number One Eddie Beeson got the drop on them in the second moto but in the back section Tidwell again took over and just flew. Eddie retired with mechanicals, and Jeff Springman took second. Last moto it was Tidwell again, just dusting off the pack, leaping exuberantly over the jumps while Springman and Perkins settled out second and third and Eddie Beeson again was forced to retire.

Don Tortorelli and Joe Steffen were the front runners in the Junior 250 class. Steffen missed his chance for a first overall when he crashed in the back section first moto. Steffen won the next two ahead of Tortorelli. Dylan Neihart was third, and Dorothy Rowe, who got a second first round, ended up on the track when she and Chris Choisser tangled up with each other.

The 500 Junior class was a go all the way between Gordie Kidd, Steve Loomis and Mike Montgomery. In the second moto Kidd was going everywhere — including sideways — to get by Montgomery. Kidd got it on a bit quicker on the back chute and passed but Montgomery got him back again, only to lose the lead again in the same place on the next lap when Kidd gained distance on him over the jump. It was terrific racing. In the same race Bill Cevera slid out with grace on turn one to loud applause from the stands. In the end it was the Kidd the overall winner with two firsts and a fourth caused by a souring engine in the last moto; Montgomery second overall with a fourth, a second and a first and Loomis third overall with two seconds and a fourth.

Don Grigsby was the Open Expert class winner with Mark Prescott second, a good ride considering he hasn't been out for a while. Rex Hailey, Doug Hannon and Ed Steffen sorted out the spots a bit further back.

Some of the Sidehack guys were out for practice. Second moto the team of Jones and Acevedo got shut off at the start but went for it in a big way in the back section. It really look busy back there for a while, especially when the monkey in the team of Glavin and Denton lost his grip and took a tumble, running to catch back up to his rig. ●

Taylor wins Open Pro on RM125

By Ron Lawson

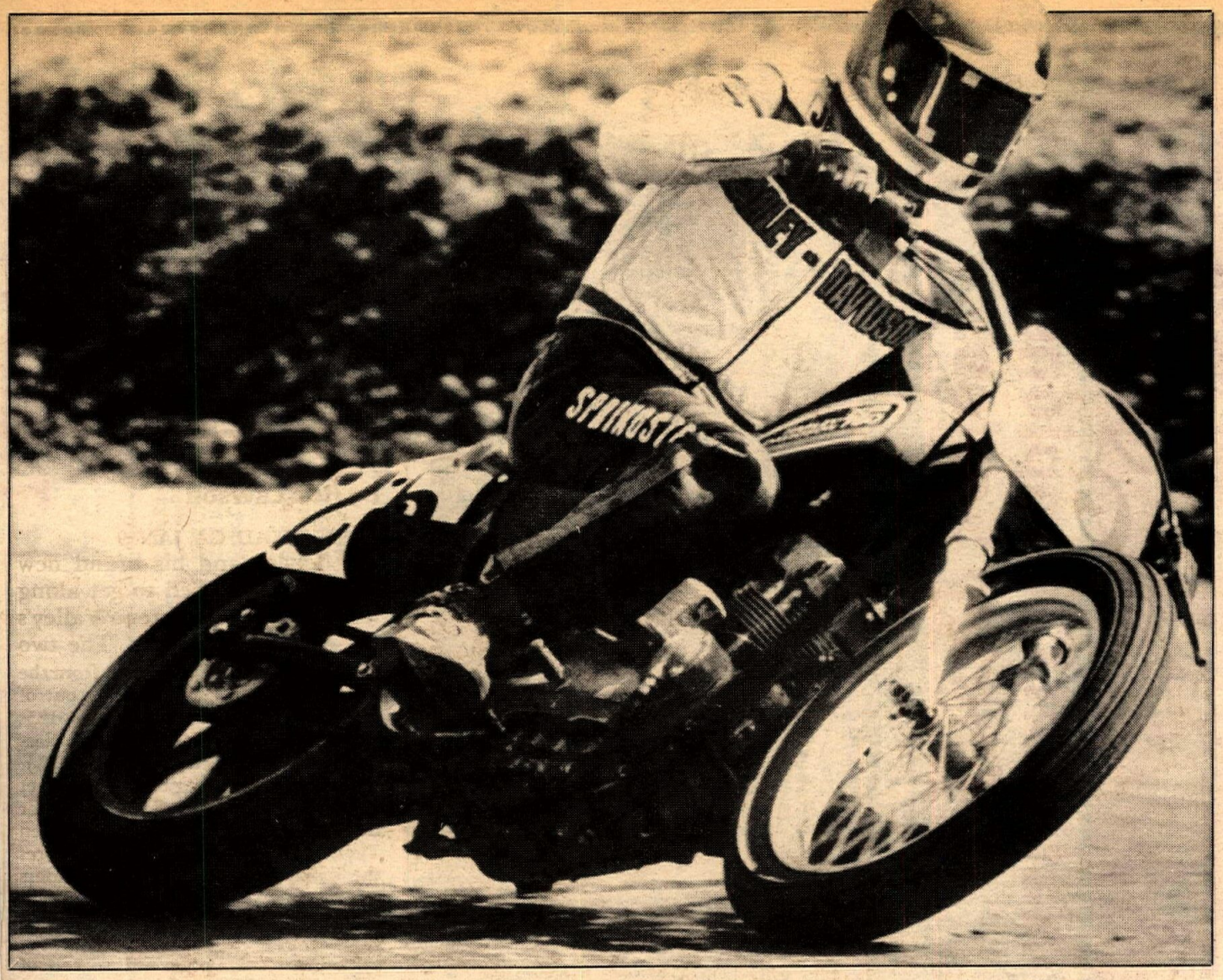
SUNNYMEAD, CA, JAN. 9

Bill Taylor and his brand new Suzuki 125 seemed to get along well together at Moreno Valley's De Anza MX Sunday. The two of them ran a great race right from the start of the Pro class. Coming out of the hole, he was ahead of all the 125s and some of the 250 and Open class bikes as well. Rick Stout (DG), however, wasn't going to let Taylor get away. He stuck to the Suzuki pilot for the first three laps or so, but when Taylor started passing the big bores the distance between the two riders increased. By the fifth lap Taylor was in front of everyone and he had no trouble in maintaining his lightning pace. His only potential source of difficulty was Stout, who was cutting his way through the pack of larger machines. On the last lap, there was only one rider between the two 125s, but, at the finish line, it was Taylor out in front.

For unknown reasons, Stout wasn't in the next race, leaving Taylor to contend with Danny Sanchez (KTM) and Scott Sheedy (Hon). Out of the hole, it was Taylor in command once again. In the opening laps, Mike Dickherber (Suz), who was running one of his first Pro races, made a strong challenge, but dropped out early in the race. It was then Sanchez who held down the number two spot. Nobody, however, seemed able to catch the disappearing Suzuki. For the rest of the race, it was strictly a battle for second place between Sanchez and Sheedy. The KTM and the Honda were always just feet away from each other. Around the middle of the moto, Sheedy managed to get by Sanchez, who didn't give another inch for the rest of the race. ●

Bill Taylor beat all the Pros on his new RM125 at AMC DeAnza.

PHOTO BY RON LAWSON



If you want to go Pro — here're some things you ought to know

changes, revisions and new scoring systems for 1977 AMA/FIM events . . .

More $ for AMA Camel Pro Series

The American Motorcyclist Association (AMA) and R.J. Reynolds Tobacco Company have announced plans to increase the Camel Pro Series Point Fund awards from $75,000 to $100,000 for the 1977 season. A total of 28 events will include six road races, two short track events, five TT Steeplechases, six mile dirt track and nine half-mile dirt track races. Besides the $100,000 Camel Pro Fund, $585,000 in purse money (not including contingencies) will be awarded by the end of the season to AMA professional riders contesting the Grand National series.

In addition to the six National pavement events scheduled, Laguna Seca, Monterey, California, will host the Champion Spark Plug 200, a $50,000 World Championship Formula 750 road race on September 11. The National Daytona 200, held at Daytona International Speedway, Daytona Beach, Florida, March 13 will also count as a points-paying race for the Formula 750 World Championship Road Race Series. Daytona boasts a $79,000 purse, the largest in the 24-year history of AMA Grand National Series activity.

Camel Pro Series and AMA Grand National Champion points will be awarded to the top 14 finishers at each event according to the following schedule: 1st—20; 2nd—16; 3rd—13; 4th—11; 5th—10; 6th—9; 7th—8; 8th—7; 9th—6; 10th—5; 11th—4; 12th—3; 13th—2; 14th—1.

The $100,000 Camel Filters point fund will be distributed to points leaders in two payoff sessions. $25,000 will go to the top 10 pros at mid-season and $75,000 will go to the top 15 finishers based on a tally of the final series standings.

Regional series re-named

The AMA Regional Championship Series after four years will now be known as the U.S. Eastern, Central and Western Regional Championship Series. Each regional series will include approximately 10 dirt track events which will determine Expert, Junior and Novice class champions in each region.

FIM event sound requirements

Professional riders planning to compete in any FIM sanctioned event should know that newly enacted FIM sound restrictions will be enforced in 1977. Sound restrictions were established for road racing and motocross events by the Fall FIM Congress as follows:

ROAD RACING — Two-strokes will be tested at a distance of one-half meter and must not exceed 115 decibels measured on the "A" scale with engine operating a piston speed of 13 meters per second. Four-strokes; same as for two-strokes except that test will be conducted with engine operating at piston speed of 11 meters per second.

MOTOCROSS: Test procedure is the same as for road racing but sound limit is 110 decibels. Engine speed for motocross sound testing will be 13 meters per second piston speed.

Current AMA rules utilize the same test procedures as those adopted by the FIM but sound limit is 115 decibels in both road racing and motocross with engines operating at 50% of their maximum rpm.

National MX scoring revised

During the 1976 season, the Olympic Scoring System was used to determine overall winners of national and international motocross events. As of the opening of the 1977 Winter-AMA Series the total points earned on the day based on the following schedule will determine the winner: 1st—25; 2nd—22; 3rd—20; 4th—18; 5th—16; 6th—15; 7th—14; 8th—13; 9th—12; 10th—11; 11th—10; 12th—9; 13th—8; 14th—7; 15th—6; 16th—5; 17th—4; 18th—3; 19th—2; 20th—1. In the event of ties, the best finish in the final moto will determine the winner.

Also new for 1977 AMA professional motocross participants: A higher percentage of the total purse will be paid based on moto finishes, rather than overall finish positions. Each moto will carry 37.5% of the day's purse with 25% paid out on overall finish positions. This will come as good news to riders who perform well in one moto but maybe not so good the next time around. At least they will have gas money to get home from the track.

AMA/FIM international license requirements

American riders planning to compete in the five FIM World Championship events and the Trans-AMA International Motocross Series should be aware of the following FIM requirements which will be enforced by the AMA throughout the 1977 racing season.

An international license is required for all international meets, whether they take place in America or a foreign country.

International licenses may be issued only to riders who are at least 18 years old. The only exception to this regulation applies to motocross, where riders 16 years or older may compete in international events in their home country.

Riders are issued FIM International licenses through the AMA. For further information, contact the AMA professional department.

New: Reliability Trials Series

The AMA 1977 National Enduro schedule will include 29 events, divided among three regional championship series. Participating riders may earn national enduro points at any of the 29 scheduled events but regional points will be awarded only to competitors riding in their home regions. Each rider's best 10 scores count toward national honors and his best five can go toward regional standings in the Atlantic, Midwest and Pacific regions.

The AMA National Championship Enduro Series points system for 1977 has been revised. At each national enduro, the top 14 finishers will be awarded points according to the following schedule: 1st—20; 2nd—16; 3rd—13; 14th—11; 5th—10; 6th—9; 7th—8; 8th—7; 9th—6; 10th—5; 11th—4th; 12th—3; 13th—2; 14th—1.

National champions will also be determined through a series of reliability trials known previously as the U.S. Two-Day Trial Championship Series. This year the series will be called the U.S. Reliability Trial National Championship Series. Only the name has been changed though, the object remains virtually the same. National champions will be determined in six engine classes: 100cc; 125cc; 175cc; 250cc; 350cc; 500cc. This series consists of seven events with points awarded in the same manner as the National Enduro circuit. Each rider's top four scores will count toward the final standings.

This series will also be used to help select American riders to compete in the 52nd International Six Days Trial to be held in Czechoslovakia, September 5-10. Each rider's top three scores in the series will be used for ISDT Team selection in addition to factors such as previous Six Days experience, etc. •

CYCLE NEWS

1977 Championship Events Calendar

AMA Grand National/ Camel Pro Series

January 28
Houston Astrodome
Houston, TX
TT
$20,000

January 29
Houston Astrodome
Houston, TX
Short Track
$23,000

March 7-13
Daytona International Speedway
Daytona Beach, FL
Road Race
$79,000

March 20
Charlotte Speedway
Harrisburg, NC
Road Race
$25,000

May 15
Santa Clara Fairgrounds
San Jose, CA
Mile
$17,000

May 22
Oklahoma State Fairgrounds
Oklahoma City, OK
Half-Mile
$15,000

June 4
Louisville Downs
Louisville, KY
Half-Mile
$18,000

June 11
Delaware State Fairgrounds
Harrington, DL
Half-Mile
$16,000

June 19
Bryar Motorsport Park
Loudon, NH
Road Race
$27,000

June 24
Santa Fe Speedway
Hinsdale, IL
TT
$14,000

June 26
Ohio State Fairgrounds
Columbus, OH
Half-Mile
$19,000

July 2
Santa Clara Fairgrounds
San Jose, CA
Half-Mile
$14,000

July 9
Cowlitz County Fairgrounds
Castle Rock, WA
TT
$16,000

July 16-17
Sears Point Raceway
Sonoma, CA
Road Race
$25,000

July 23
Ascot Park
Gardena, CA
TT
$14,000

July 31
DuQuoin Fairgrounds
DuQuoin, IL
Mile
$18,000

August 5
Santa Fe Speedway
Hinsdale, IL
Short Track
$16,000

August 7
Peoria MC Clubgrounds
Peoria, IL
TT
$17,000

August 14
Vigo County Fairgrounds
Terre Haute, IN
Half-Mile
$14,000

August 21
Pocono International Raceway
Mt. Pocono, PA
Road Race
$25,000

August 27
Indiana State Fairgrounds
Indianapolis, IN
Mile
$18,000

August 28
Indiana State Fairgrounds
Indianapolis, IN
Mile
$18,000

September 4
Orange County Fairgrounds
Middletown, NY
Half-Mile
$14,000

September 11
New York State Fairgrounds
Syracuse, NY
Mile
$17,000

September 17
Toledo Raceway
Toledo, OH
Half-Mile
$15,000

September 25
Santa Clara Fairgrounds
San Jose, CA
Mile
$17,000

October 2
Riverside Raceway
Riverside, CA
Road Race
$25,000

October 8
Ascot Park
Gardena, CA
Half-Mile
$14,000

National Championship Enduro Series

Atlantic Region

March 6
100-Mile
Georgia Crackers M.C.
Decatur, GA

April 24
125-Mile
Little Harpeth
Don Thava Factory Works
Nashville, TN

May 15
150-Mile
Lonesome Pine
Lonesome Pine Enduro Riders
Bristol, VA

June 12
125-Mile
Appalachian Dirt Riders
Wellston, OH

August 21
125-Mile
Rock Run
Lehigh Valley Dirt Riders
Lehigh Valley, PA

August 28
100-Mile
Columbia Enduro Riders
Columbia, SC

September 3
100-Mile
Atlanta M.C.
Ellenwood, GA

September 18
100-Mile
South Penn Enduro Riders
Carlisle, PA

September 25
125-Mile
Meteor M.C.
Greniock, NJ

October 9
125-Mile
Hocking Valley M.C.
Logan, OH

Midwest Region

February 27
100-Mile
Masterlinks Enduro Team
Wiggins, MS

March 20
100-Mile
John Zink
Tulsa Trail Riders
Tulsa, OK

April 3
125-Mile
Post
Lubbock Trail Riders
Lubbock, TX

May 1
150-Mile
Burr Oak
Mid-West National Enduro Riders
Sterling, IL

June 19
125-Mile
Porcupine
Michigan Trail Riders
Bath, MI

June 26
100-Mile
Straight Arrow enduro Riders
Hopkins, MN

August 7
100-Mile
Range Riders M.C.
Grand Rapids, MN

September 4
100-Mile
Mid-State Trail Riders
Mt. Pleasant, MI

October 2
100-Mile
Black Coal
IN/IL/KY Enduro Riders
Evansville, IN

October 16
125-Mile
Forest City Riders M.C.
Rockford, IL

Pacific Region Events

March 6
150-Mile
Chaparrals M.C.
Placentia, CA

March 20
125-Mile
Red Garter
Dirt Diggers M.C.
Canoga Park, CA

April 24
100-Mile
49er
Polka Dots M.C.
Sacramento, CA

May 8
100-Mile
Port Stockton M.C.
Stockton, CA

May 21
125-Mile
California Enduro Riders
Alamo, CA

May 28-29
500-Mile
Greenhorn
Pasadena M.C.
Pasadena, CA

October 2
100-Mile
Double Crossers M.C.
Santa Ana, CA

October 23
125-Mile
Oakland M.C.
Oakland, CA

November 6
100-Mile
Rattle Snake
Redwood Scramblers M.C.
Crescent City, CA

125cc National MX Series

World Championship Events

Trans-AMA

April 10
125cc National
250cc National
Hangtown Classic
Plymouth, CA

April 17
125cc National
Support TBA
Fastrack MX Park
Phoenix, AZ

June 12
125cc National
250cc Support
Shady Oaks
Keithsburg, IL

June 19
125cc National
Support TBA
Midland MX
Midland, MI

June 26
125cc National
Support TBA
Rio Bravo MX Park
Houston, TX

July 3
125cc National
500cc Support
Agency MX
St. Joseph, MO

August 14
125cc National
Support TBA
Cyclerama
San Antonio, TX

250cc National MX Series

April 10
250cc National
125cc National
Hangtown Classic
Plymouth, CA

April 17
250cc National
500cc Support
Hillside Park
Nashville, TN

April 24
250cc National
500cc Support
Omaha Moto Park
Omaha, NB

May 1
250cc National
125cc Support
Southwick MX
Southwick, MA

May 15
250cc National
Support TBA
Lake Sugar Tree
Axton, VA

May 22
250cc National
Support TBA
Red Bud Track and Trail
Buchanan, MI

May 29
250cc National
125cc Support
High Point Raceway
Mt. Morris, PA

500cc National MX Series

July 17
500cc National
125cc Support
Lake Whitney Cycle Park
Lake Whitney, TX

July 24
500cc National
Support TBA
Cycle World USA
St. Peters, MO

July 31
500cc National
Support TBA
Unadilla Sport Center
New Berlin, NY

August 7
500cc National
250cc Support
World 600 MX
Charlotte, NC

August 21
500cc National
Support TBA
Masters City Raceway
Augusta, GA

August 28
500cc National
Support TBA
Sunshine Speedway
St. Petersburg, FL

Road Race

March 20	Venezuela
May 1	Austria
May 7-8	Germany
May 15	Italy
May 21-22	Spain
May 29	France
June 19	Yugoslavia
June 25	Holland
July 3	Belgium
July 23-24	Sweden
July 29-31	Finland
August 7	Czechoslovakia
August 14	Great Britain

125cc Motocross

April 10	France
April 17	Italy
May 1	Belgium
May 30	Denmark
June 5	Poland
June 12	Yugoslavia
June 19	Czechoslovakia
July 3	Germany
July 10	Switzerland
July 17	America
July 24	Canada
August 14	Spain

500cc Motocross

April 17	Austria
May 8	Holland
May 15	Sweden
May 22	Finland
June 5	Germany
June 12	Italy
June 19	America
June 26	Canada
July 3	Great Britain
August 7	Belgium
August 14	Luxembourg
August 28	Switzerland

Formula 750

March 13	America
April 3	Italy
April 24	Spain
June 5	France
July 9-10	Great Britain
August 21	Austria
August 28	Belgium
September 4	Holland
September 11	America
September 18	Canada
September 24-25	Germany

250cc Motocross

April 3	Spain
April 17	Switzerland
April 24	Belgium
April 30	Czechoslovakia
May 8	Italy
May 15	Austria
May 22	Russia
June 5	Yugoslavia
June 19	Germany
July 31	Great Britain
August 14	Sweden
August 21	Finland

Trials

February 12	Ireland
February 19	Great Britain
February 26	Belgium
March 6	Spain
March 13	France
March 20	Germany
May 29	America
June 6	Canada
August 28	Sweden
September 4	Finland
September 18	Czechoslovakia
September 25	Switzerland

Tourist Trophy

June 11-17 — Isle of Man

250cc Trophee des Nations

September 11 — Holland

Individual Speedway

September 2 — Sweden

ISDT

September 5-10 — Czechoslovakia

500cc Motocross des Nations

September 4 — France

FIM Rally

July 6-8 — France

National Reliability Trials

February 26-27
East Coast Enduro Riders
Coyle Field, NJ

March 26-27
Sunland Shamrocks
California City, CA

April 16-17
Two-Days in Alabama Committee
Maplesville, AL

April 30-May 1
Ft. Hood Dirt Riders
Fort Hood, TX

May 21-22
Bent Wheels M.C.
Rose City, MI

June 4-5
Trask Mountain M.C.
McMinnville, OR

June 11-12
Bell's Angels M.C.
Olympia, WA

Winter-AMA Series

125cc 250cc 500cc

February 6
North Florida Rcwy.
Ponte Vedra Beach, FL

February 13
Sunshine MX Park
St. Petersburg, FL

February 20
Gatorback Park
Gainesville, FL

February 27
Orlando Sports Stadium
Orlando, Fl

MX Series

September 25
500cc International
250cc Support
Mid-Ohio MX Park
Lexington, OH

October 2
500cc International
250cc Support
Lake Sugar Tree
Axton, VA

October 9
500cc International
250cc Support
Unadilla Sports Center
New Berlin, NY

October 16
500cc International
250cc Support
Red Bud Track and Trail
Buchanan, MI

October 23
500cc International
250cc Support
Cycle World USA
St. Peters, MO

October 30
500cc International
250cc Support
Rabbit Run
Dallas, TX

November 6
500cc International
250cc Support
Saddleback Park
Irvine, CA

November 13
500cc International
250cc Support
Puyallup Raceway
Puyallup, WA

November 20
500cc International
250cc Support
Sears Point
Sonoma, CA

November 27
500cc International
250cc Support
Fastrack MX Park
Phoenix, AZ

AMA Supercross Series

March 5
250cc Supercross
Atlanta Stadium
Atlanta, GA

March 12
250cc Supercross
Daytona Internat'l Speedway
Daytona Beach, FL

March 18-19
250cc Supercross
Houston Astrodome
Houston, TX

March 26-27
250cc Supercross
Texas Stadium
Dallas, TX

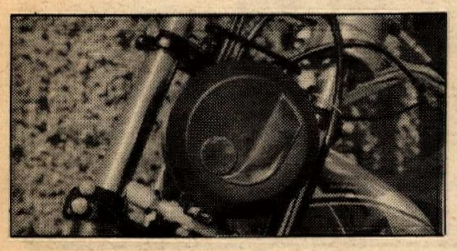
April 2-3
250cc Supercross
Municipal Stadium
Pontiac, MI

June 3-4
250cc Supercross
Superdome
New Orleans, LA

July 9
250cc Supercross
LA Coliseum
Los Angeles, CA

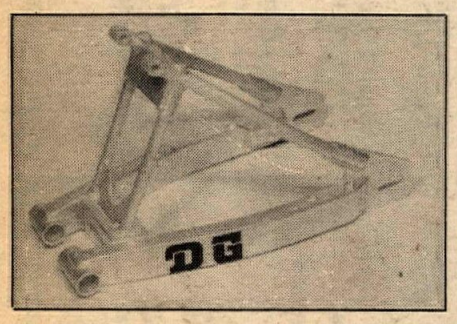
December 3
250cc Supercross
Anaheim Stadium
Anaheim, CA

NEW PRODUCT



Portable sun

This 200,000 candlepower off-road racing light comes with a super-light aluminum mounting bracket. It mounts fast and is supposed to stay put under the roughest conditions. You can get it in either pencil or spread beam for $39.95 complete. It weighs just 28 ounces, and is perfect for use on multi-reindeer sleighs. One of these babies just finished first in the Over-38 class in Baja. Get it from Bob Maynard Racing, Dept. Elmo, 12812 Garden Grove Blvd., Garden Grove, CA 92640.

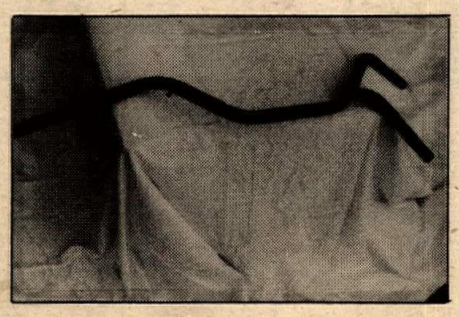


Stress-relieved diet

The Yamaha YZ125C/X/D isn't exactly a porker, but its weight still can be trimmed. An aluminum swingarm has always been one way to go for everyone but Mono owners. That's all over now. DG Performance Specialties has developed an aluminum swingarm assembly for the YZ125s that weighs three-and-a-quarter pounds less than stock. They're made from "heat-treated, stree-relieved high-quality aluminum alloy that is lightweight but strong." If you don't need the weight savings, this item will come in handy the day your dad backs over the rear end of your YZ125 with the family car. DG Performance Specialties, Dept. Stress, 5552 La Palma Ave. East, Anaheim, CA 92806 (714) 996-4430.

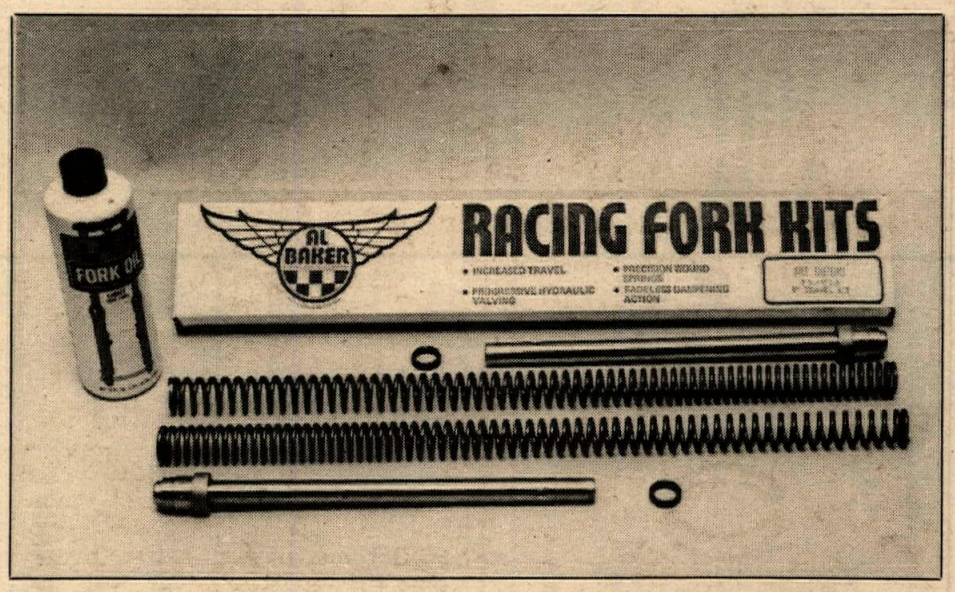
Bench racing controls

You've all heard some racer lean back and tell the tale of how he won such and such a race by coming from the back of the pack, riding two minutes faster than the leader on each lap. Well, armed with the new Cromus 3 stop watch, you can now say, "Actually you were two minutes, 34.50 seconds behind the leader on the first lap, five minutes, 26.38 seconds behind him on the second. Now on the third lap of that shorttrack, you were . . ." Model 3-S records individual increments (such as laps) while recording the total time. Model 3-T is for things that happen in sequence. The Cronus 3 features compact size, digital readout and comes with a carrying strap. Get it from Racers Supply, 5644 Bellingham, North Hollywood, CA 91607. Call (213) 762-7742 evenings or before 8:00 a.m.



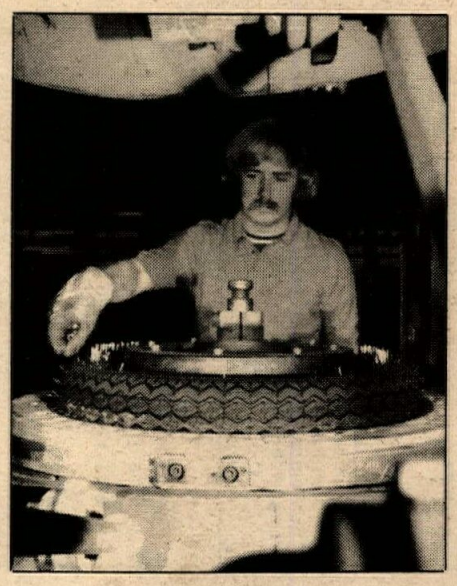
For three-handed flattrackers

"Two left thumbs" is a cliche older than the internal combustion engine. H.J. Products took it to heart and one step further by inventing a set of handlebars for riders with two left hands. Riders who only have one left hand may use the lower of the two handles to "tuck in" down long straights found in mile racing, thereby reducing frontal area as much as a three-week starvation diet. Made of 4130 chromoly, these bars are priced at $19.95 and available exclusively from H.J. Products, Dept. Slipstream, 2215 Mishawaka Ave., South Bend, IN 46615 (219) 289-3077.



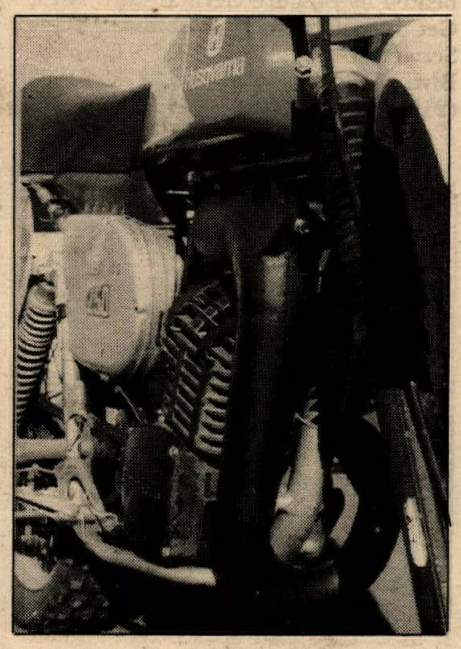
Loooooonnnnng travel

In a day and age where riders feel uncomfortable with anything less than eight inches of travel in their front ends, Al Baker offers a chance to be a rich man. Nine inches of improved travel is available for bigger Suzukis and eight inches for the little ones from Al Baker Racing and Development. A ground taper on the rods, special long-travel springs and various orifices in the kit "get rid of the mushy front end feeling of the stock set-ups." A 30-day money back guarantee backs up the claim that the kits give "fork action better than any European fork made." Price tag is $59.95 for all RMs and the new PE 250. Al Baker Racing and Development, Dept. Leslie, 15174 Raymer St., Van Nuys, CA 91405.



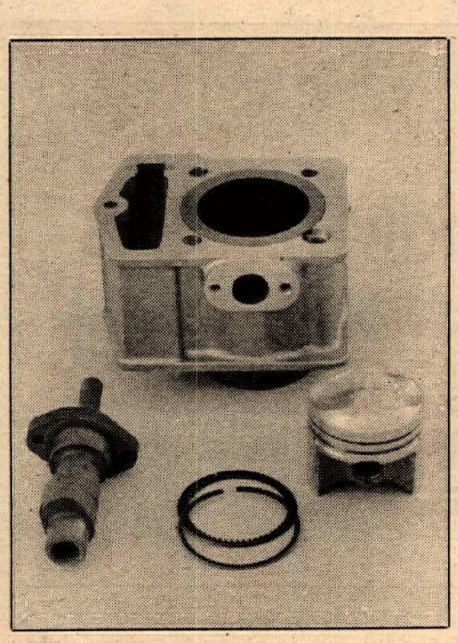
For the man who has everything

After three months of research, with up to three Cycle News editors working on it at a time, a gift for the man who has everything has been discovered. That perfect gift for such a man (or woman; we're not chauvinistic or anything around here) is — insert drum roll here — a curing press used in the manufacture of tires. Be the first on your block to give one away! Buy early and beat the Christmas rush! Seriously folks; that curing press belongs to Goodyear, who has come up with a street tire that will stay on the rim when flat due to a special flange that grips the rim in event of a sudden loss of air pressure. This "bead-retention" tire is available in MN90-18 Eagle GT II, MJ90-19 AT II and ML90-19 Eagle GT Rib II sizes now and more later. Goodyear says the tire will be in short supply until production catches up with demand, so be patient.



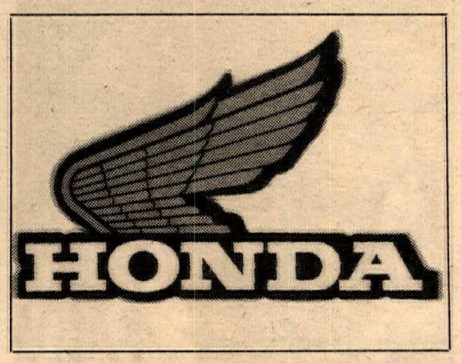
French horn for Swedish racer

Meet a guy on the street who is bowlegged on the left side only and you know that the guy rides a Husky. Even though the situation has improved over the years and the 1977 Huskys come with cross-over pipes, lots of Husqvarna pilots will be happy that Malcolm Smith Racing Products has come up with a snake pipe for the Swedish marque. Claims include a widening of the powerband, more top end, good silencing and easy mounting. For 250 and 360 Huskys only. Retail price is $74.95. Malcolm Smith Racing Products, Dept. No Burn, 888 Marlborough, Riverside, CA 92507 (714) 686-1006.



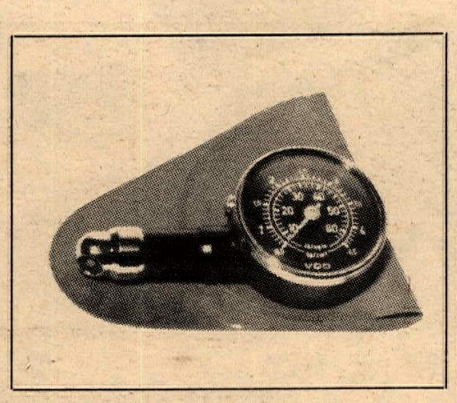
Baby water buffalo

Splash! Water, that magic, precious, cooling fluid, may now be found swirling about the innards of 125cc Honda four-strokes. Yoshima Racing Service, the people who would have invented speed if God hadn't done it first, have a water-cooled cylinder for 125 Hondas. The kit includes the cylinder, special piston and cam, radiator and all necessary plumbing. No water pump because the water is moved by percolation. Tired of being beaten by obscure German dirt bikes? Get in touch with Yoshima Racing Service, Dept. Agua, 10729 Burbank Blvd., North Hollywood, CA 91601 (213) 766-7101.



Decals for your decals

It used to be that decals were applied to cover a dent on a metal tank or fender, or for contingency money, or because of a decal fetish. Now J.T. Decal Supply offers decals as replacements for the originals, same size and everything. They're printed on thick 12-mil vinyl, and to make sure that knees don't make short work of your investment, they're sub-surface printed. Regular decals include Can-Am, Honda, Kawasaki, Maico, KTM, Hodaka, Yamaha, Suzuki, Husky, Harley-Davidson and Bultaco. Shops and clubs can have custom-made decals with an order of at least 50. If they get applied wrong, they can be pulled up and applied right without damage. From J.T. Decal Supply, Dept. Original, 1133 Sierra, Santa Ana, CA 92707 (213) 598-7484.

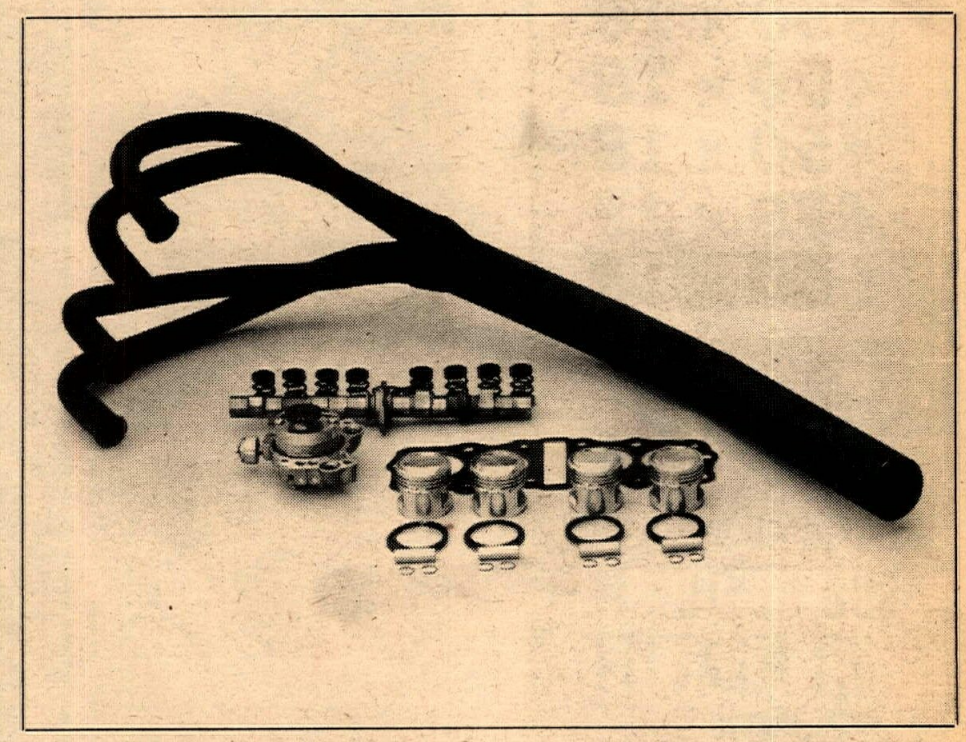


Improving on the pencil

When a precision tire-pressure measurement is necessary, like when finding the point at which maximum traction ends and flat tires begin, VDO comes through with a needle-type tire pressure gauge with dial marked in both standard (psi) and metric. Brought to you by the folks who make enduro winning possible, the gauge features a hold-pressure-reading feature and a button release. Measures up to 64 psi, a point at which it might not be too safe to be around the tire. With vinyl carrying case included, get it from your dealer, or get in touch with VDO Instruments, Dept. Donut, 116 Victor, Detroit, MI 48203 (313) 883-7676.

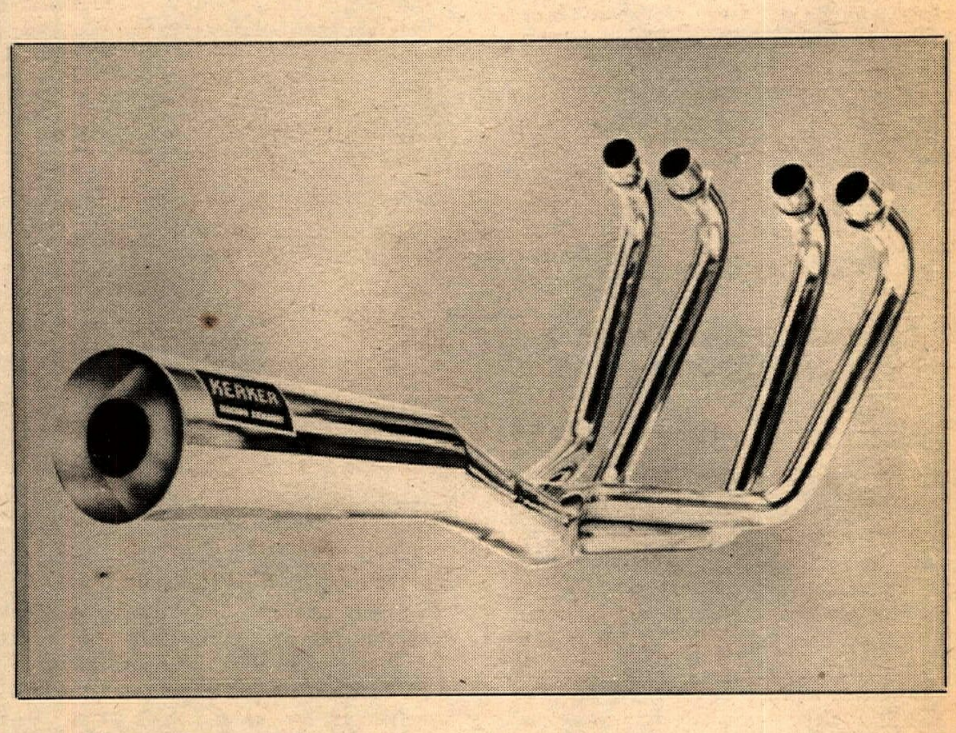
Accordians for big Kaws

Kawasaki KZ900 and 1000 owners who have felt left out because K&N didn't have a filter for them, now can feel better. Used with K&N Filter Oil, the filter acts like a magnet to hold even the smallest particles of dirt in its special fabric. K&N, never one to go overboard on related accessories, even sells K&N Filter Cleaner to wash it with. Grubby dirt bikers will be glad to tell you how neat these things are. To order from your dealer, ask for part number KA-80/76 for the KZ900 and part number KA-80/77 for the new KZ1000. Or order direct from the '77 K&N catalogue. K&N Engineering, Inc., Dept. Framtastic 12, P.O. Box 1329, Riverside, CA 92502 (714) 682-8813.



Rocketship Honda

At last! A way to increase your herd of ponies without waiting for nature to take its course. A measly herd of 26 can be increased to a thundering horde of 44. Of course we're talking about the rear-wheel horsepower of a Honda CB400F and the method of increase is the Yoshima Racing Service "Stage III" 458cc engine kit. A Yoshima-equipped Honda ran mid-12s through the quarter-mile with stock gearing and tires. Among the things included in the kid are hand-polished pistons, "Hot Street" camshaft, high-capacity oil pump (exchange) and hand-bent mufflered exhaust system. Information on other Stages and parts for Honda and Kawasaki Fours is available from: Yoshima Racing Service, Dept. --- kicker, 10729 Burbank Blvd., North Hollywood, CA 91601 (213) 766-7101.



4-into-1 slide trombone

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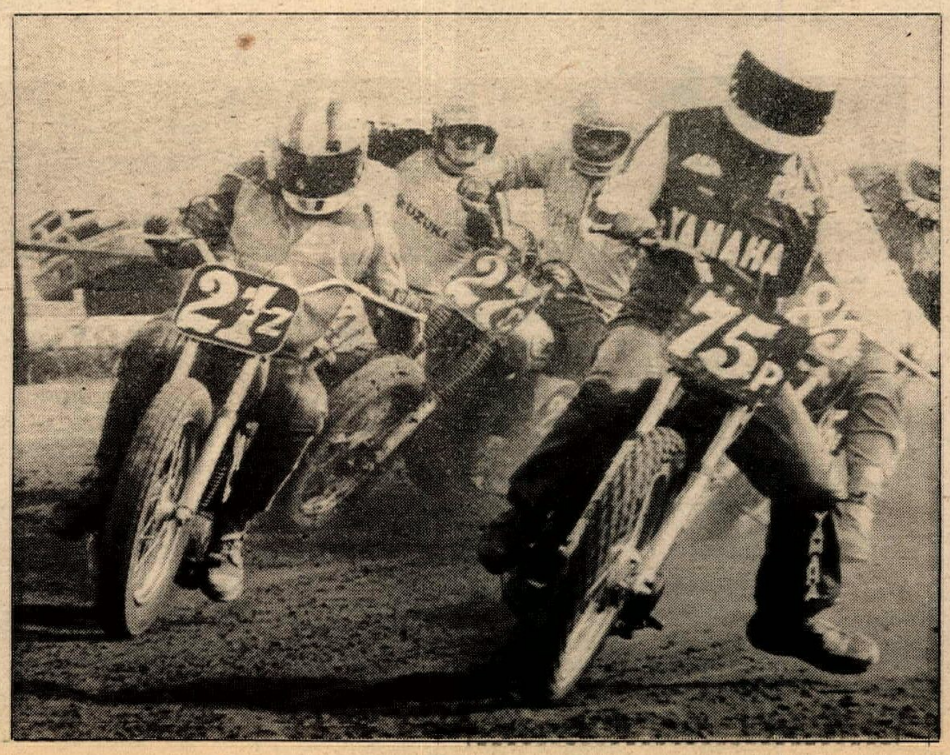
NORTHERN DATELINE

(Above) Mark Powers (64) has the form and the 250 Expert lead at Porterville. Powers won. (Below) 500 Juniors careen into the first turn. Rick Roeder (75p) won twice.



Powers wins re-started 250 Expert at Porterville TT

By Cosmic Cat & Co.

PORTERVILLE, CAL., JAN. 9

The 250cc Expert main event was red flagged when second-place Les Johnson and third-place Bob Garrison collided in the sweeper. Johnson was up and alright but Garrison had to be taken off the track to have an ankle X-rayed. Mark Powers (Yam) was at the point on the restart followed again by

PHOTOS BY FELIX ADAMO

Johnson and Frank Schoenbalcher (Suz). Johnson was closing on Powers throughout the race but ran out of time. Jim Birkle (Yam) made an enormous last lap charge, coming from fifth to third in the last half of the final lap.

Robert Land (Yam), sporting a brand new Number Three Blue Plate for "77", continued to win in the Mini ranks. Land went into the first turn of the Expert main side-by-side with Number Two Blue Plate Rob Ely. Land took control leaving the turn and experienced no problems in taking another first place. Mike Vital (Yam) held on to second after taking the position from Ely on lap one.

Ken McCoy (Hon) scored a first in the 125cc Novice main, surviving pressure from Boyd Timmerman (Yam) and Richard Podergois (Yam). All three riders remained close throughout the race until the last lap when McCoy managed to finally pull away.

The only double winner was Yamaha rider Rick Roeder, who took 250 and 500cc Junior mains. ●

Results in Results Section.

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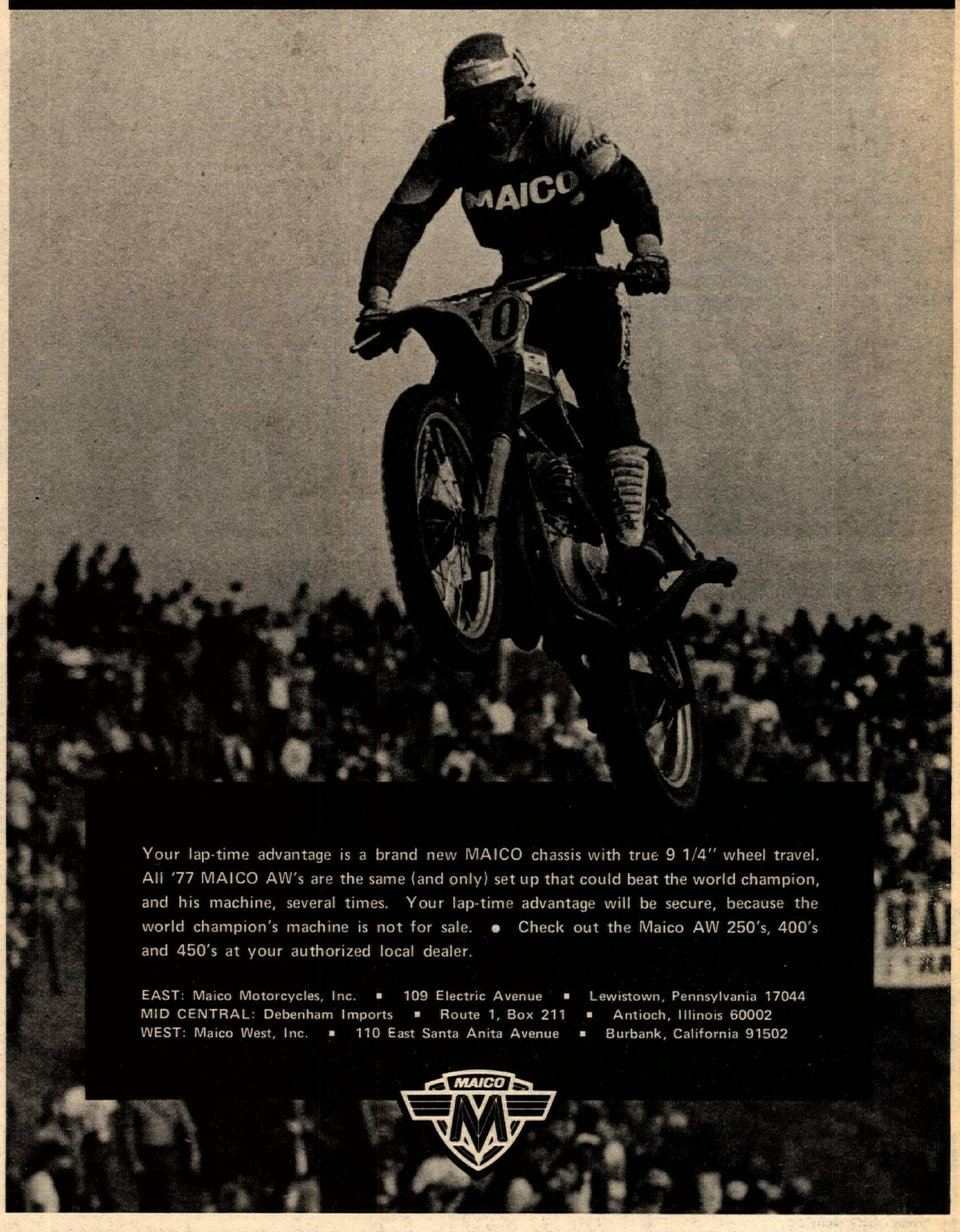

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NORTHERN DATELINE

PHOTO BY JIM EARP

Commentary

Riding Hollister Hills — Erosion can spoil it

By Lane Campbell

Hollister Hills State Vehicle Recreation Area (SVRA), (or Harris Ranch, whatever you call it), has been a favorite area for Central California and Bay Area dirt riders since the late Sixties. It has existed in a carefully-balanced natural state — one in which just enough people knew about it to go there, have fun there, and enjoy riding the place without feeling the people pressures they left behind. With the acquisition of the property by the State of California, the people pressures have arrived in advance of the people, wanted or not. This is because bureaucracy tends to bring potential problems into sharp focus, on paper and in heated public discussion, long before the actual problems would become visible.

In this manner, bureaucracy can either create problems out of thin air, or develop solutions to real problems well before they are needed. Like any other tool, the utility of bureaucracy is in the hands of the user.

According to many of Hollister's long-time rider/users, the place has no problems, and leaving it the way it is will prevent the creation of new ones. At the present level of use, there's a certain truth in that.

Hollister Hills is still largely a primitive, undeveloped area. With 60 to 100 miles of trail on the Lower Ranch's 2,400 acres, it's an ideal setting for easy, family/recreation riding. Small mixed groups of adults and kids can spend whole day s riding, seldom, if ever, crossing their own tracks on the fire-roadish network of one-way and two-way trails. Most of these trails rate as Beginner to Easy Novice on anything from a lawnmower-engined minibike on up — most of the time.

But there's more to it than that on the Lower Ranch. (The Upper Ranch is not open to general playriding, but will be used for organized events.) Off the trails the terrain ranges from absolutely unrideable down through Expert Trialers' Delight to Generally Primo Cowtrailing — salted and peppered with spot hillclimbs and a few "practice tracks."

Down in sheltered canyon areas there are simple, relatively undeveloped campgrounds with nearby chemical toilets. A concessionaire operates a centrally-located "lodge," dispensing refreshments and spare parts. There is a fair-sized swimming hole and several "lakes" which are actually small catchments to slow water runoff in the canyon bottoms. Water levels are currently low, due to the long-term drought in Northern and Central California.

The Lower Ranch site lies right a-straddle the San Andreas Fault, and there lies the key to the property's unique erosion problems (which the Department of Parks & Recreation staffers have either "created" or "discovered," depending on your viewpoint). On the western, or seaward side of the fault, the soil is decomposing granite covered mostly with woody shrub and low trees. On the eastern, or inland side, the soil is gumbo clay covered with neat, park-like pastureland and clumps of shade trees.

Two-thirds of the Lower Ranch is of the granite type formation. The terrain is steep and rugged, virtually unrideable except on the ridgelines and on the bladed fire-road/trail complex. Wherever the plant cover has been stripped, by either dozer blade or bike tires, the soil melts away under each rain, developing deep, savage rain-gullies that go right to underlying bedrock in some places. When dry, it is like many Southern California soils; superhard, covered with slick surface powder. When wet, it is super-tractive.

The other third of the property is of gentler terrain, allowing more free-ranging off-trail riding. The soil is much finer-grained, and has more stable binding properties. Yet the fertile part of it, the part that supports the lush greenery which softens the hillsides, is only inches thick. The soil underneath, while less subject to erosion than the decomposed granite is barren and infertile. When dry, this clay-soil goes to instant choking dust. When wet, it is slick. Where the grass is worn away, it becomes almost unrideable when saturated with moisture, although traction for cowtrail/trials riding is superb in the unbeaten grass.

What's happening is the ultra-thin layer of soil that supports plant life is all too easily stripped away. No plants, no binding — and away goes the soil underneath. Once the topsoil is stripped, "letting the ground rest" won't help, because the original ground cover won't come back onto the infertile soil below.

The rangers at Hollister aren't quite sure what to do about it, nor are their superiors. The rangers all ride — with varying levels of skill — and all have some background in soil conservation, peppered with a little basic civil engineering. Their bosses, who generally don't ride, are more intensely educated in the various aspects of soils, plant communities, landscaping, also backed up by civil engineering expertise.

This means that these people are carrying the essential mental tools around in their heads, but they need to work directly with bikers to keep the riding quality of Hollister from slowly deteriorating. They can't do it

themselves without screwing it up. It's not like building a freeway or a dam.

Riding much of the area on a trials bike, eyes to the ground, stopping at high places to visually sweep the surrounding area, pieces of the solution come to mind. For instance, up on the decomposed granite trails, not all of the steep climbs are gullied. There are a few where, for some reason, riders have built up enough speed to create small surface whoopdies in the trail. The whoops, in turn, break up the water runoff, and the gullies don't form.

From a soil engineer's standpoint, it makes sense — erosion is a direct function of water velocity. If water starts at a standstill on top of a slope, it takes some critical distance before that water is running fast enough to pick up soil and carry it away. The steeper the slope, the shorter the critical distance. For each trail on a given slope, then, there must be some sort of break in the straight run — either a zigzag in the trail, a waterbar, a stairstep, a crossdip, or naturally-formed suspension whoops. Each case becomes a special design, in which, at some point, a rider/advisor ought to come along and OK it from a rider's standpoint.

This engineer/ranger/rider give-and-take has to happen, at the very least out of concern for safety. Somebody has to have enough savvy to know, for instance, when the gullies become nasty enough that a waterbar is less of a hazard for kids on minis than the unchecked gullies would have been, or how long to make a straight, steep stairstep climb before providing an escape turnout.

Over in the adobe clay, different riding patterns call for different strategies. Some hillclimbs are already stripped — closing them now won't help, so leave 'em open and let 'em rip. Where there still is topsoil, rotating closure will help, and this the rangers are already doing on a test basis. Encouraging sidehilling and following existing cowtrails/game trails can help. In fact, it was suggested to the "interpretive section" staffers from Sacramento that instead of trying to educate the heathen motorcyclists about birds and flowers, the most rewarding thing they could do is produce brochures, signs and displays that encourage erosion-conscious riding styles. To do this, however, the preservation-oriented staff people are going to have to learn something about motorcycles. "Interpretation" works two ways.

Right now there is a hard core of rider-volunteers who have been involved with Hollister since the Howard Harris days. They serve a number of hours each month, riding, patrolling, advising, sometimes rescuing the lost or the fallen, and sometimes treating injuries. Along with Howard Harris, they probably know the property more intimately than anybody. Between them, the off-road riding leadership such as Motorcycle Owners, Riders, and Enthusiasts, (M.O.R.E.) and the AMA District 36 clubs, and the state government specialists, lies the knowledge and the dedication to manage Hollister Hills as a long-term investment.

If they don't get together, or if they manage sloppily, Hollister may have a short life. Many riders at the January 6 San Jose Parks and Recreation meeting thought they were being lied to about erosion. They were not. Under the court system we have today, an adjacent landowner can claim his land is harmed by water/silt runoff from Hollister and can, under certain circumstances, get the place closed or restricted. There are factions within the California State Parks and Recreation heirarchy who know this quite well, and who have ordered staff erosion specialists to study the property in the first place. What you heard at the meeting was no BS; it was the building of the foundations of a case for future legal action.

Riders statewide are concerned about how our California Off-Highway Vehicle Fund money has been managed. At Hollister we're led to feel that if our money bought it, it's ours. Yet if you've had any experience with zoning, building codes, and the like, you already suspect — private property, under the existing legal structure, is not sacred. Neither is public property bought with our money. The protection of that investment is ultimately up to us.

Zahrt wins at A.M.E. Sprockets Park MX

By Lee Taylor

BAKERSFIELD, CA., JAN. 2

The 250 Pros had one of the hottest races of the day. Ken Zahrt, Donnie Hansen and Craig Osborn took on the new track with the speed of a whirling dervish. Tom Bass and Jack Keese roared down the straightaway in front of the stands side by side, on each other's tail through the turns. They were unreal! Phil Taylor and John Lovett had an unbelievably tight race going between them. Marty Moates was there and treated everyone to a super ride. He won his first moto and was back in the second, ready for another win, but DNF'd. First overall went to Ken Zahrt who had a fantastic ride. Second overall went to Donnie Hansen who stayed on Marty's tail throughout his first moto and third to Craig Osborn who did a beautiful job of keeping the heat on Ken Zahrt.

The Open Pro class saw Marty Moates back on the line ready for a win. Marty set up a beautiful lead in the first moto. In the second moto Marty went down, giving Rick Salmon a chance to close up, but got up and going in time to maintain first for a grand slam win. Rick picked up two seconds for second overall. Wayne Allen and Jim Franklin had their own race going. Jim won out over Wayne for a third overall.

In the 125 Intermediate class it was Kurt Headlund's day. He grabbed the holeshot in both motos, and set up a nice one half-lap lead for himself for a first overall. Jim Cote and Starr Thompson took on the rest of the pack, flying off the big jump in front of the stands side by side, to take home a well earned second and third overall.

Results in Results Section.

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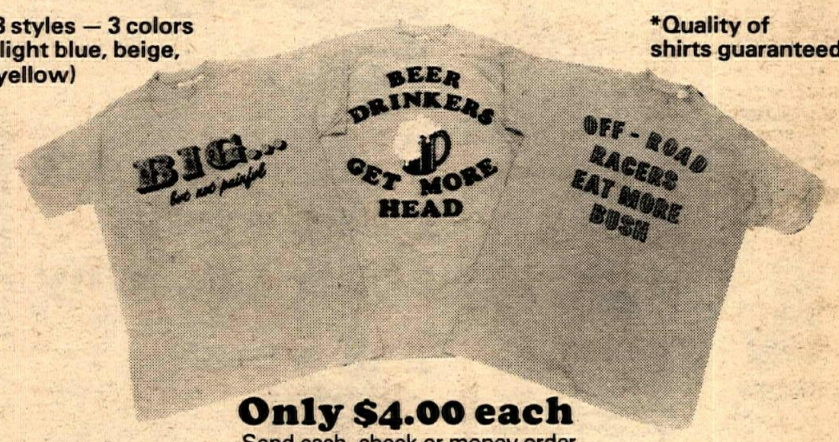

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CENTRAL PIPELINE

Jones beats Turnbo at Lake Whitney

By Dave Nielsen

WHITNEY, TX, DEC. 26

With entries from Oklahoma, San Angelo, Houston, Austin, and Dallas-Ft. Worth, it looked like some sort of regional championship as Whitney hosted its largest turnout in recent months, although it was smack in the middle of the holidays. As one rider put it, "Sitting around the house gets old, and I couldn't let a race day like this go by."

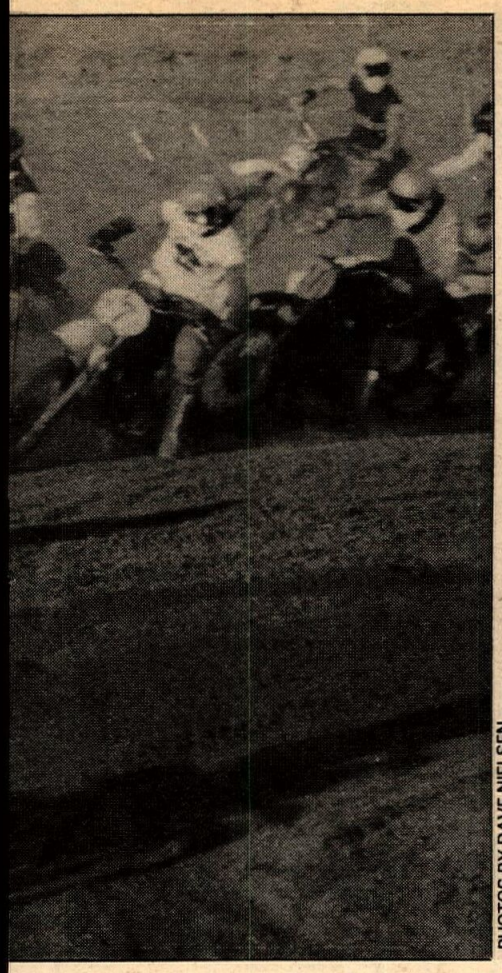
Second year pro Mel Newman of San Angelo, now sporting National No. 53, had the lead over the 125 Experts until the fourth lap when his Suzuki's chain derailed. From then on, it was Dicky Turnbo aboard a borrowed stock Elsinore and Mike Jones on his FMF Honda in a battle that pulled away from Glen Johnson (Hon), Mike Hullett (Suz), and Ivan Neeper (Hon). Jones closed the gap but Turnbo held on to the checkers a bike length ahead.

In the second moto, Turnbo jumped ahead, but this time Jones moved in quickly to take control on lap four. Trey Jorski (Suz), after a sixth in the opener, was running third in the final, but dropped out at the halfway point of the ten-lap heat, and at the finish, Jones reversed his score for a 2-1 win over Turnbo's 1-2, Mike Hullett (4-4), Glen Johnson (3-5), and Mel Newman (7-3).

The 100cc class first moto saw Mike Walcott drop his 'Zuki in the very last corner and get promptly run over by Harry Heinze (Yam), who won the race in the last few feet by managing not to crash himself. Walcott returned to smoke 'em in the second moto, but Heinze's 1-2 marks were tops, with Waco's David Lassetter (Suz) second at 2-3, and Eric Eames third overall on his new Suzuki.

Santa was good to many of today's riders, including Chad Calvert, out on a new YZ80 after years on an XR75. Unfortunately, Obie Jones also had designs on first place in Junior Mini, and it was not to be denied. Jones (Yam) led all the way, trailed by Calvert, Glen Nelson, and Mark Kinder of Sherman. Dallas rider Chris

John Talbot (39) placed third in both the Over-30 and 250 Novice races at Lake Whitney.



PHOTOS BY DAVE NIELSEN

(Above, left) Keith Jernigan got the holeshot and the win in 250 Intermediate at Whitney. (Above) David Greenhill chases Bruce Hallmark at Mosier Valley.

Powell put his 125 Yamaha up for sale and proceeded to prove its worth by winning both rounds of 125 Novice, despite plenty of heat from Jimmy Jones and his Irving Suzuki.

Keith Jernigan (Suz) made it two straight this week in 250 Intermediate, as first heat winner Kevin Hawk (Yam) could not return for the final with broken motor mounts and cases. Jernigan's 4-1 tied with Marvin Saunders' 3-2 finishes, but a better second moto broke the tie in Keith's favor, and was only one point better than David DiCorte, third OA at 2-4.

In a spirited Over-30 race, Ron Tomlinson (Pen) moved from third to first on the last lap of moto one, and led the final round to win over Dud Gage (Suz) and John Talbot (Bul). Britisher Talbot also took third in the 250 Novice class, a contest in which the two leaders of the first moto, Larry Colvin and Kirk Holcomb, ran aground together on the last lap of round one. The mysterious overall winner rode Bultaco #02, but his name could not be found.

The crowded 250 Expert class was holeshot by Dicky Turnbo (Hus), but not riding for a month began to tell, not to mention pressure from Mel Newman, Rickey Kidd, Roger Brown, Bobby Pickard, and Trey Jorski. Halfway through, Newman took over and Pickard's bike quit sparking. The first four were still pretty tight at the finish; Newman (Suz), Turnbo, Kidd (Pen), and Brown (C-A). It was Newman and Turnbo again leading the final, but Dicky ran out of steam, and Mel drove on in for a 1-1 payoff, followed by Kidd (3-2), Brown (4-3), and Jorski (Hus, 5-4).

Bob Pickard's ignition bugs again haunted him in the Open Expert, and as he moved in on leaders Jorski and Brown, the plug wire came loose. The DNF bug then bit Jorski's Penton, Brown (Pen), Darrell Hollingshead (Hus), Chris Dublin (Mai), and Dickey Nowell (Pen) finished in that order. Trey Jorski bounced back to win the last moto, but a tie for first overall was decided in the race for second, won by Hollingshead with Brown on his back wheel. ●

Results in Results Section.

Impressions of a WFO Sunday in Texas

By Dave Nielsen

ARLINGTON, TX, DEC. 19

Every other week, Mosier Valley Motocross Park is different things to different people. Riders and fans from three states congregate here for the unique form of recreation that is motocross racing in the non-stop land of WFO. On this unusually pleasant winter day, these thoughts remained with us —

. . . Over 340 entries, all wishing for one thing — a holeshot from the traffic light starting system . . . Keith Jernigan's amazing leap from winning 250 Novice to winning 250 Intermediate, in the same day . . . 125 Novice Alan Spry overtaking everyone from a mid-pack start, in one lap . . . the coming of age (again) of 125 Expert Danny Doss, full tilt now after almost two years . . . Craig Riddle blowing away from the Senior Minibikers on a new RM80 . . . a good day for Wyman Priddy (for once), first Open and second in 250 Expert . . . an unlucky day for Expert Mitch Milson, down with a broken arm . . . 125 Intermediate so big it had to be split and a super race in Division II between David Greenhill and Bruce Hallmark . . . Over-30 class getting faster and faster, Dud Gage first this time in front of 25 riders . . . Mike Walcott looking very intense in winning the 100cc class over Harry Heinze and Mike Cupito . . . Bobby Pickard starting to realize how fast he is after coming from last to second in both Open Expert motos . . . the free keg beer "Gone in 60 Seconds" after the races . . . wheel-swallowing whoops . . . short, frenzied motos to get all run off before sundown at 5:00 p.m. . . . not to mention that the Cowboys game started at 4:30 . . . Emotions and energies drained after it's over, but that we know will be brimming by next weekend . . . ●

Results in Results Section.

300 riders pre-enter Cowhouse Enduro

FORT HOOD, TX, JAN. 5

More than 300 riders have signed up for the fourth annual Cowhouse Enduro to be held at Fort Hood Sunday, Jan. 23. 500 riders are expected to compete.

The Enduro, which is sponsored by the Fort Hood Dirt Riders Club (FHDRC) and sanctioned by the Texas State Championship Enduro Circuit (TSCEC), is the largest event ever held on any military reservation. It is one of a series of 13 annual events held in Texas that make up the Enduro Circuit.

Entries for the Cowhouse Enduro can be obtained by writing to Cowhouse Enduro, Fort Hood Dirt Riders Club, P.O. Drawer A, Fort Hood, TX 76544.

The race is open to military and civilians. Experienced riders will negotiate a 100 mile course while women, novices and the 18-and-under class will ride a course of approximately 60 miles. The Enduro course will be laid out on the east side of the post with the borders being the east line of the reservation, Hood Army Airfield and north of Cowhouse Creek. ●

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RESULTS

Half Mile
Corona Rcwy.
Corona, Calif.
Jan. 12, 1977
By Elaine Jones

MINI	
Bobby Garabedian	Yam
Darren Hulbert	Yam
Chris Gables	Yam
125cc	
Robert Pfetzing	Yam
Bobby Garabedian	Yam
250cc NOV	
Paul Hodgson	Hon
Greg Wood	Kaw
John Evans	Yam
250cc AM	
David DeTemple	Yam
Mike DeBruyn	Yam
Rob Selvy	Yam
250cc EX	
Mike Tidwell	Yam
Dylan Neihart	Yam
Steve Fortune	Yam
OPEN COMB	
Mark Butler	Yam
John Gimenez	Yam
Denny Aguirre	Kaw
OPEN EX	
Eddie Lawson	Yam
Dylan Neihart	Yam
Denny Aguirre	Kaw
MONEY	
Eddie Lawson	Yam
Mike Tidwell	Yam
Steve Fortune	H-D

AMC $2000 MX
Saddleback Park
Orange, Calif.
Jan. 9, 1977
By Danny Raymond

OPEN PRO	
Gaylon Mosier	
Gary Ogdon	Suz
Ron Turner	FMF
250 PRO	
Ron Turner	FMF
Greg Robertson	Osa
Mike Bell	D&G
125 PRO	
Broc Glover	Yam
Brian Myerscough	Suz
Tony Wanket	Hon
MINI BEG	
Charles Drace	Suz
Greg McConnell	Yam
MINI JR	
Rick Jackson	Suz
Kerri Paulson	Yam
MINI INT	
Ken Campbell	Har
Sam Storer	Har
100 BEG	
Tom Cesley	Suz
100 JR	
Kevin McKay	Yam
Mike Lasker	Suz
100 INT	
Rick Cecale	Hon
Ty Hanway	Suz
MIN! EX	
Bryon Antonacci	Suz
David Baker	Yam
Rick Johnson	Suz
100 PRO	
Brain Myerscough	Suz
Lance Moorewood	Suz
Scot Clifton	Hon
250 BEG	
Steve Harris	Suz
DeWayne Boese	Suz
Henry Marmolejo	Suz
125 BEG	
Rick Maki	Suz
Keith Droper	Yam
Jeff Pierce	Yam
250 INT	
Jonas Gaaf	Suz
Danny Dilkey	Mai
Tom Pearl	Bul
250 JR	
Matt Tedder	KTM
Steve Holken	Yam
Mark Lohrbach	Mai
OPEN INT	
Ken Taylor	Suz
Paul Thede	CZ
David Tanis	Suz
OPEN JR	
Howard Pilcher	Suz
Robert Brauer	Suz
Mike Nicklaus	CZ
OPEN BEG	
Ben Taylor	Mai
Howard Robel	Mai

Saturday MX
Saddleback Pk.
Orange, Calif.
Jan. 15, 1977
By Danny Raymond

250 PRO	
Ron Turner	FMF
Bill Rubly	Mai
Clark Jones	Suz
125 PRO	
Warren Reid	Hon
Broc Glover	Yam
Brain Myerscough	Suz
OPEN PRO	
Gaylon Mosier	Mai
Gary Ogdon	FMF
Val Tamietti	Mai
125 BEG	
Steve Banning	Suz
Jeff Kissinger	KTM
Burt Siler	Hon
100 PRO	
Jim Gallegher	FMF
MINI PRO	
Bryon ANtonacci	Suz
MINI BEG	
Mark Haupert	Hon
Marcell Taylor	Yam
100 JR	
Tommy Higgins	Suz
Bret La Fond	Suz
100 INT	
Pat Kehoe	Hon
250 BEG	
James Browning	KTM
Mike Magramm	Suz
John Foster	Yam
OPEN BEG	
David Anderson	Suz
Mike Stell	Mai
250 JR	
Greg Rubinstein	Hus
Greg Eargle	Hus
Craig Durfee	Suz
OPEN JR	
Howard Pilcher	Suz
Don L'Allier	Yam
John Belton	Hus
125 JR	
Dee Tryon	Hon
Steve Morefeild	Hon
Carl Rilaudo	Hon
250 INT	
Jeff Lysdale	Suz
Mike Godfrey	KTM
Mark McHenry	Suz
125 INT	
Robert Evans	Hon
Ron Utaski	Hon
Stirling Hopson	KTM
OPEN INT	
Bill Haney	CZ
Curt Bishop	Mai
George Wegner	Suz

Central Ariz. Trials
Usery Pass Charity Trials
Jan. 9, 1977

EX	
Randy Clark	Suz
Richard Bacon	Bul
Tom Foy	Kaw
AM	
John Ruggles	Yam
Steve Bigler	Suz
David Deweese	Bul
NOV	
Richard Bowden	Yam
Babe Sarver	Hon
J.R. Combs	Yam
SR	
John Foy	Mon
Cal Miller	Yam
Al Clark	Yam
BEG A	
Brian Clark	Yam
Chris Crooker	Yam
Gary Rogers	Mon
BEG B	
Patsy Giemsoe	Yam
Jeff Warren	Mon
Scott Crowe	Yam

CMC MX
Saddleback Park
Orange, Calif.
Jan. 16, 1977
By Patti Trotter

MINI EX	
Rick Atkins	FMF
Mike Toycen	RR
MINI INT	
Ross Klatt	Yam
MINI JR	
Victor Padilla	Suz
Curtis Bingham	B&M
Greg Melzer	RR
100 JR	
Adam Padilla	Suz
Greg Sexton	Suz
Mike Rye	Yam
100 INT	
Ty Hanaway	Suz
Jim Cote	Suz
500 PRO	
Dale Anderson	Mai
Luke Messer	Mai
David Gerig	Suz
500 INT	
Mark Van Camp	Mai
Dale McKinney	Bul
Duane Cave	Mai
500 JR	
Mike McClune	KTM
Perry Perse	Mai
Jim Potter	Hus
250 PRO	
Ron Turner	FMF
Tim L.unde	MAI
Bill Rubly	Mai
250 INT #1	
Rocky McKee	MCA
Ted Vandenraadt	Hon
Bob Cochran	C-A
250 INT #2	
Jonas Gaaf	Suz
Jonny Clopton	KTM
Wayne Martin	Hus
250 JR	
Steve Ellington	Suz
Steve Baker	Hus
Richard Guthridge	Suz
125 PRO	
Ron Turner	FMF
Broc Glover	Yam
John Tessitore	DG
125 INT	
Tony Gomez	MM
Larry Nelson	Hon
Paul Thede	Hon
125 JR #1	
Bart Hill	Suz
Mike Schoffstall	Hon
Bill Erb	Hon
125 JR #2	
Rick Maki	Suz
Brian Allen	Suz
Drew Porto	Suz
125 JR #3	
Steve Buckly	Hon
Dwayne Brothers	Hon
Matt Nelson	Hon

TT Scrambles
Elsinore Raceway
Elsinore, Calif.
By Andi Gangewer

MINI COMB	
Eugene Brown	Yam
Mike Redding	—
Ken McIntire	Hon
100 COMB	
Ken McIntire	Yam
Chris Marrotte	Yam
Mark Macias	Yam
125 BEG NOV	
Curtis Jones	Hon
Jim Felton	Pen
Ken Toth	Suz
250 BEG	
Roy Cline	—
Jim Cessna	Bul
Tony Whiteman	—
250 NOV	
Tom Neider	Yam
Tom Norris	Mont
Barry O'Brien	Yam
SPEC NOV	
Rich Barnes	—
Bruce Windham	Yam
Barry O'Brien	—
125 AM/EX	
Steve POLSON	Yam
Steve Griffith	Yam
Ron Evans	Yam
250 AM/EX	
Mike Tidwell	Yam
Rob Selvy	Yam
Greg Zamora	Mai
OP/EN AM/EX	
Steve Loomis	Yam
Vince Landry	Yam
Joel Windham	Yam
SPEC EX	
Mike Tidwell	Yam
Eddie Beeson	Yam
Joe Windham	Yam

ECRA MX
Racing World
Trabuco Cyn., CA
Jan. 16, 1977
By Rex Reese

MINI	
Ricky Rodriguez	IJ
Trini Camarena	Hon
Gary Szilagyi	Hon
SUP MIN 1st DAY	
Mike Healy	Suz
Rob Moser	Hon
Dennis Burns	Suz
SUP MIN BEG	
Steve Probst	Hon
Tim Pelle	Yam
Brad Gnegy	Suz
SUP MIN NOV	
Allen Lucas	Yam
Gary Adams	Hon
Mickey Dymond	Suz
SUP MIN INT	
Sam Storer	Yam
Alex Jud	Yam
Ken Camboell	Suz
SUP MIN EX	
Eddie Glover	Yam
SUP MIN PRO	
Bryon Antonacci	Suz
Bob Ott	Yam
100 1st DAY	
Steve Sanchez	Suz
Brian Woods	Suz
100 BEG	
Ryder Adams	Hon
Jeff Prievr	Yam
Jim Beck	Hon
100 NOV	
Alex Cruz	Hon
Terry Randall	Suz
Glen Wells	Suz
P/P/	
Kitty Nichols	Hon
Shahin Vandermaas	Hon
Terry Lauze	Hon
100 INT	
Ladell Eide	Hon
Jim Ervin	Suz
Tim Willmeth	Hon
100 EX	
Jim Gallagher	FMF
Roland Sahm	FMF
Randy Skinner	Hon
125 1st DAY	
Phillip Mota	Suz
David Brinogan	Hon
Mike Esquivel	Yam
125 BEG	
Rick Elliot	Hon
Pete Bender	Hon
Mike P/robst	Hon
125 NOV	
Chuck Okimoto	Hon
Phil Carter	Hon
Brad Schwan	Hon
125 INT	
Alan Tamota	Hon
Bryan Jordan	FMF
Andy Gujth	T&M
125 EX	
Todd Peterson	Hon
Lance Moorewood	Hon
Roy Holdrimer	Hon
250 1st DAY	
Larry Basile	Hus
Woody Bruce	Yam
Fred Turner	Suz
250 BEG	
Mark Adamson	Suz
Gary Gilbert	Suz
Adrian Escarciga	Suz
250 NOV	
John Criswell	Suz
Kevin McLaughlin	Yam
Eddie Drake	Suz
250 INT	
Jerry Bensen	Mai
Brad Bensen	Suz
250 EX	
Lance Moorewood	Suz
Tim Criswell	Suz
Joseph Allen	Suz
OP 1ST DAY	
John Condon	CZ
Allen Brownell	Suz
OPEN BEG	
James Ottele	Yam
Dana Jansen	Hus
David Beard	Mai
OPEN NOV	
Jim Ervin	Suz
OPEN INT	
Ray Hill	Kaw
Richard Ocampo	Bul
Kurt Kovacks	KTM
OPEN EX	
Lance Moorewood	Suz

TT Scrambles
Porterville, CA
Jan. 9, 1977
By Cosmic Cat & Co.

MINI	
NOV	
Ritchie Morris	Yam
Craig Johnson	Yam
Jim Toews	Yam
JUNIOR	
Mike Wesson	Yam
Mike Hale	Yam
Kirk Gilbert	Yam
EXPERT	
Robert Land	Yam
Mike Vital	Yam
Rob Ely	Yam
100cc	
NOVICE	
Steve Lopez	Yam
Keith Hartman	Suz
Leon Verbury	Yam
JUNIOR	
Clark Sumner	Suz
Kevin Cox	Yam
EXPERT	
Mike Vital	Hod
Mark Ritchie	Yam
Frank Scholenbachler	Suz
125cc	
NOVICE	
Ken McCoy	Hon
Boyd Timmerman	Yam
Richard Podergois	Yam
125cc	
JUNIOR	
Tim Pritchard	Yam
Mike Garrison	Yam
Rick Dunlap	Yam
EXPERT	
Bob Garrison	Yam
Scott Crude	Yam
Rodney Sullivan	Yam
200cc	
NOVICE	
Tony Oxford	H-D
Art Jualez	Yam
Gary Wesson	Kaw
JUNIOR	
Ken Magee	Yam
Rick Alford	Yam
Dennis Longarce	Yam
EXPERT	
Lee Pritchard	Yam
Bryan Adkins	Yam
Kent Bowser	C-A
250cc	
NOVICE	
Mark Boyett	Yam
Lyle Attenbury	Bul
Jimmy Dean	Yam
JUNIOR	
Rick Roeder	Yam
Donny Adams	Yam
Dennis Camp	Suz
250cc	
EXPERT	
Mark Powrs	Yam
Les Johnson	Yam
Jim Birkle	Yam
500cc	
novice	
Kent Canady	Yam
Danny Hill	Suz
Andy Melcher	Suz
JUNIOR	
Rick Roeder	Yam
Paul Shafer	Yam
Jim McDonald	Yam
EXPERT	
Scott Dinkins	Suz
Kenny Welch	Suz
James Crisp	Suz

Moreno Vly MX
De Anza Park
Sunnymead, Calif.
Jan. 9, 1977
By Ron Lawson

MINI BEG	
Mike Specchio	Yam
Mike McGowen	Yam
MINI JR	
Chuck Greeson	Yam
Scott Paschal	Yam
125 BEG	
David Roberts	Hon
Todd Baldwin	Suz
Ron McCall	Suz
125 JR	
Danny Fleming	Hon
Jim DeFalco	Suz
Joe Specchio	Yam
125 INT	
Craig Dale	Car
Lloyd Hilton	Yam
250 BEG	
Dan Fowler	Hus
Mike Taylor	Kaw
George Sioss	Bul
250 JR	
Steve Ellington	Suz
Mace Mesler	Oss
Jeff Blanton	Yam
250 INT	
Darrel Brown	Mai
Vincent Gonzales	Mai
Dave Ohl	Suz
250 EX	
Doug McGowen	Mon
Mark Rawley	Suz
Eric Jensen	C-A
125 EX	
Bill Taylor	Suz
Scott Sheedy	Hon
Danny Sanchez	KTM
OPEN BEG	
Mathew Wright	Suz
Jeff Gilbert	KTM
OPEN JR	
Mike Wright	Suz
Bill McGowen	CZ

AME MX
Indian Dunes
Valencia, Calif.
Jan. 9, 1977
By Lee Taylor

MINI JR	
Dennis Ivarson	Hon
Bobby Ryan	Suz
Robert Marks	Suz
MINI INT	
Alex Jud	Yam
Terry Hampton	Suz
Allen Sekeres	Yam
MINI EX	
Steve Schmitz	Suz
Scott Grose	Yam
125 PRO	
Tim Locey	Yam
John Atwood	FMF
Tony Jordan	Hon
250 PRO	
Danny Chandler	KTM
Jim Hale	Mai
Steve Roark	KTM
500 PRO	
Greg Perolio	Mai
Tom Claire	Mai
Bill Hagen	Suz
125 INT	
Kurt Headlund	Hon
Doug Anderson	Hon
Jamie Einbund	Hon
250 INT	
Mike Gosslaar	Suz
Mike Rauch	Suz
Glen Senecal	Suz
500 INT	
Pat Page	Mai
125 JR	
Dave Vicioso	Hon
Kirk Sturgeon	Hon
Greg Taylor	Hon
250 JR	
Joe Johnson	Suz
Perry Ramacieri	Bul
Dan Powers	Yam
500 JR	
Bud Lewis	Hus
Ned Bassotti	Mai
Tom Klinkhammer	Suz
125 BEG	
Dennis Ivarson	Hon
Scott Grose	Hon
Scott Donovan	Suz
250 BEG	
Doug Page	Suz
Duane Jackson	Yam
Mark Davis	Hon
500 BEG	
Doug Calais	Yam
100 BEG	
Chuck Gunter	Suz
100 JR	
Martin Klopman	Suz
Ron Ballek	Suz
Roger Gauvin	Suz
100 INT	
Rod Robertson	Suz
100 EX	
Kenny Spiker	Suz
John O'Mara	Suz
Jimmy Crowder	YZ
WOMENS DIV	
Carey Steiner	Hon
Pat Holland	Hon
VETS	
Al Stinebaugh	Suz
Keith Phillips	Suz
Joe Brown	KTM

Motocross
Lake Whitney Cycle Ranch
Whitney, TX
Dec. 26, 1976
By Dave Nielsen

JR MINIBIKE	
Obie Jones	Yam
Chad Calvert	Yam
Glen Nelson	Yam
SR MINIBIKE	
Tony Nielsen	Hon
Bruce Hallmark	Suz
Bucky Houston	Yam
ONER 30	
Ron Tomlinson	Pen
Dud Gage	Suz
John Talbot	Bul
100cc NOV	
Harry Heinze	Yam
David Lassetter	Suz
Eric Eames	Suz
125 NOV	
Chris Powell	Yam
Jimmy Jones	Suz
Richard Leonard	Suz
125 INT	
Bruce Hallmark	Hon
Randy Marshall	Suz
David DiCorte	Yam
125 EX	
Mike Jones	Hon
Dicky Turnbo	Hon
Mike Hullett	Suz
250 NOV	
Joe Cross	Suz
John Talbot	Bul
Eric Berg	Yam
250 INT	
Keith Jernigan	Suz
Marvin Saunders	Suz
David DiCorte	Yam
250 EX	
Mel Newman	Suz
Ricky Kidd	Penn
Roger Brown	C-A
OPEN INT	
Bret Combs	Hus
Robert Fillmore	Mai
Doug Daniels	Bul
OPEN EX	
Darrell Hollingshead	Hus
Roger Brown	Pen
Dickey Nowell	Pen

TT Scrambles
Lightweights M.C.
Elsinore, Calif.
Jan. 9, 1977
By Maureen Lee

MINI MOTO	
Pete Hames	Yam
John Bales	Yam
Bobby Garabedian	Yam
100-125cc NOV MAIN	
Sam Burns	Yam
Tommy Walton	Yam
Brian Burch	Yam
250cc NOV MAIN	
Rob Selvy	Yam
Brian Stine	Bul
Greg Sargent	Yam
125cc AM/EX MOTO	
Steve Griffith	Yam
Steve Polson	Yam
Pete Hames	Yam
250cc AM MOTO	
Don Tortorelli	Yam
Joe Steffen	Yam
Dylan Neihart	Yam
250cc EX MOTO	
Mike Tidwell	Yam
Jeff Springman	Yam
Danny Perkins	Yam
500 OPEN NOV MOTO	
John Wells	Yam
Kelly Templeton	Yam
Larry Hedstrom	Yam
500cc AM MOTO	
Gordon Kidd	Yam
Mike Montgomery	Yam
Steve Loomis	Yam
350 OPEN EX MAIN	
Don Grigsby	Yam
Mark Prescott	Yam
Jim Redding	Yam
SIDEHACKS MOTO	
Glavin/ Denton	
Jones/ Acevelo	
Sherman/ Elliott	

Sandhill Ranch Marathon
Jan. 9, 1977
By T. Houser

100	
Dan Laughren/ Eric Laughren	Suz
125	
Don R. Hegg	Hon
Scott Olney	Hon
Terry Sage	Hon
250	
Alex Jorgensen	C-A
Rich Layezzo	Yam
Tim Bowmar	Suz
Gary Lyke	Suz
Don Sorum	KTM
OPEN	
Mark Muscio/ Mike Montgomery	Yam
Bill Calicura	CZ
Steve Ferroni	Hon
Jeff Elrod	Kaw
Bob Collins	KTM

Cross Country
Iowa Park, Tex.
Jan. 2, 1977
By Frank Harrison

MINI CLASS	
Robert Schuchman	Hon
Jerry Jones	Yam
Carl Browning	Yam
125 CLASS	
Ernie Rogers	Suz
Jim Goens	Yam
Al Fetterly	Yam
250 CLASS	
Johnny Brown	Hus
Jim McElvain	Hus
Andy George	Hus
OPEN CLASS	
Miles McMillan	Yam
Don Shaw	Yam
Bob Davis	Yam

AMA D-36 for 1977
By Ann Carr
Top 20 Riders

SCRAMBLES	
Dennis Spence	
Steve Brandt	
John Tavis	
Matt Crothers	
Dallas Davis	
Kim Jorgenson	
Eric Weisler	
Alex Jorgenson	
Duane Spence	
Phil Vitale	
Mitch Davidson	
Don Taylor	
Jeff Eide	
Tiffen Mullenax	
Mike Jennings	
Benny King	
John Fite	
Sal Hoffman	
Bob Masters	
Rick Raanes	
TOP 20 SHORT TRACK	
Don Bailey	
Rick Delacy	
Dave Faria	
Jim Mertens	
Mike Delacy	
Roger Slack	
Rusty Davis	
Mike Faria	
John Tavis	
Fenn Perivier	
Alex Jorgenson	
Steve Carrillo	
Rod Spencer	
Manuel Crummett	
Carl Yerby	
Kim Jorgeson	
Danny Hogue	
Tony Alves	
Brian Thompson	
Gary Tonda	

Boss CMC
Semi Pro MX
Helvetia Park, Calif.
Dec. 19, 1976
By Sallee Hilton

VETS NOV	
Merrill Rempfer	KTm
Herman Marty	Hus
Leigh Hyatt	Yam
OLD TIMER NOV	
Vernon Howell	Tri
Bob Akers	Yam
R. Nelson	Yam
VETS & O/T EX	
Frank Hicks	Her
Bob Mars	Suz
R. Gabbert	KTM
WOMENS DIV NOV	
Marcy Lewis	Suz
Vickie DeVaughn	Yam
Jan Wheeler	Hon
WOMENS DIV EX	
Sue Wood	Hon
Vivian Curtis	Yam
MINI NOV DIV II	
Matt Boze	Yam
Jim Baxter	Yam
Kenny Roberts	Yam
MINI INT	
James Rickman	Yam
Patrick Piazza	Yam
MINI EX	
Steve Vlahos	Suz
Kevin Cadieux	Yam
Cory Cantaloupi	Yam
100 NOV	
Rick Grossglauser	Suz
Jeff Deaton	Suz
Scott Longoria	Suz
100 INT	
DeWayne Sweet	Suz
Ron Brown	Yam
Brian Coulson	Suz
100 EX	
Jim Cunningham	—
Steve Vogel	Suz
Jimmy Robertson	Suz
125 NOV DIV I	
Ken Breneisen	Suz
Todd DeVaughn	Yam
Jim VanDusen	Yam
125 NOV DIV II	
Mel Davis	Hon
Dennis Brown	Yam
Tom Estrado	Suz
125 NOV DIV III	
Paul Shamblin	Yam
Rod Berringer	Suz
Wes Parker	Yam
125 NOV DIV IV	
Robert Burt	Suz
Farren Williamson	Hon
Kevin Droivold	Suz
250 NOV	
Rick VanDrummelen	Hus
Brian White	KTM
Paul Ryan	Bul
OPEN NOV	
Daniel Canoill	Suz
Dean Shultz	Bul
Craig Bell	Suz
125 INT DIV I	
Russ Daley	Suz
Jerry Stone	Hon
Tim Hebard	Suz
125 INT DIV II	
Kendall Powers	Yam
Rick Stadtmiller	Suz
David Wetherbee	Hon
250 INT	
Peter Crowell	Hus
Will Akers	Yam
Steve Vogel	Oss
OPEN INT	
Patrick Riley	KTM
Randy Westbrook	Hus
Dan O'Hare	Suz
125 EX	
Don Cantaloupi	Yam
Chalma Roberts	Hon
Jeff Watts	Hus
250 EX	
Darrell Shultz	Bul
Phil Crane	Suz
Mike Hersman	Hus
OPEN EX	
Darrell Shultz	Bul
Bill Swartz	Mai
Ted Rogers	Hus

Boss CMC
Semi Pro MX
Helvetia Park, Calif.
Dec. 5, 1976
By Sallee Hilton

VETS NOV	
Walter Glenn	Yam
Bill Landers Sr	Hus
Joe Diaz	Kaw
VETS EX	
Bill Mooner	CZ
Gene Higgenbotham	Mai
Danny Davies	Bul
MINI NOV DIV I	
Greg Van Dusen	Yam
Frank Blake	Yam
Ron Hess	Yam
MINI NOV DIV II	
James Dickman	—
Ricky Kirby	Yam
Steve Archer	Yam
MINI EX	
Steve Vlahos	—
Greg Bonovich	—
Brad Emery	Yam
WOMENS DIV NOV	
Jan Wheeler	Hon
Marcy Lewis	Suz
Missy Osterli	Suz
WOMENS DIV EX	
Blacky Chandler	KTM
Vivian Curtis	Yam
100 NOV	
Ron Brown	Yam
Stacey Nick	Suz
Steve Coffey	Yam
100 INT	
Jimmy Robertson	Suz
Steve Vogel	Suz
Steve Ahart	Yam
125 NOV DIV I	
Tim Dickson	Yam
Randy Pockrandt	Suz
Bradley Harrison	Suz
125 NOV DIV II	
Ken Breneisen	Suz
Robert Burt	Suz
Mike Schildknecht	Hon
125 NOV DIV III	
Tim Dickson	Yam
Randy Blair	Hon
Paul Shamblin	Yam
250 NOV DIV I	
Jody Gaines	Bul
Don Wilson	Sux
Leo Agbulos	CA
250 NOV DIV II	
Mickey McAviney	Bul
Mike Andrews	Yam
Don Picetti	Suz
250 NOV DIV III	
Duke Dowell	Hus
Mike Dickman	KTM
Scott Perry	Mai
OPEN NOV	
Pat O'Donnell	Suz
Randy Van Zant	Suz
Mike Bell	Suz
125 INT DIV I	
James Hill	Hon
Kendall Powers	Suz
Perry Donohew	Suz
125 INT DIV II	
Russ Daley	Suz
Rob Stuart	—
David Leat	Hon
250 INT	
Brett Chapman	KTM
Tim	—
Tom Lucas	Hus
OPEN INT	
Paul Rusin	KTM
Greg Douglas	Suz
Kenneth Strauch	Suz
125 EX	
Jeff Watts	Hus
Dave Wood	Hon
Dana Waxham	Suz
250 EX	
Mike Hersman	Hus
Phil Crane	Suz
Darrell Shultz	Bul
OPEN EX	
Michael Preston	KTM
Ted Rogers	Hus
Scott Henry	Suz

Boss CMC
Semi Pro MX
OHV Park,
Sacramento, Calif.
Dec. 12, 1976
By Sallee Hilton

VETS NOV	
Merrill Rempfer	KTM
Herman Marty	Hus
Larry Cross	Yam
OLD TIMER NOV	
Gary Arnold	Yam
John Dotson	Mai
Elmer Krause	Hon
VET & O/T EX	
Charles Sexton	Yam
Hans Marty	Suz
Bill Mooner	CZ
WOMENS DIV NOV	
Jan Wheeler	Hon
Marcy Lewis	Suz
Vickie DeVaughn	Yam
WOMENS DIV EX	
Vivian Curtis	Yam
Sue Wood	Hon
MINI NOV DIV I	
Frank Blake	Suz
Brian Coulson	Suz
Greg Van Dusen	Yam
MINI NOV DIV II	
Greg Vlahos	Yam
Mark Agbulos	Yam
Loren Turner	Kaw
MINI EX	
Shawn Hantz	Yam
Steve Vlahos	Suz
Mike Holmes	Yam
100 NOV	
Stacey Nick	Suz
Steve Coffey	Yam
Jeff Deaton	Suz
100 INT	
Steve Ahart	Yam
Jimmy Robertson	Suz
Mark Zeissler	Suz
125 NOV DIV I	
Randy Pockrandt	Suz
Bradley Harrison	Suz
Jim Van Dusen	Yam
125 NOV DIV II	
Dale Castleman	Yam
Robert Burt	Suz
Ken Breneisen	Suz
125 NOV DIV III	
Tim Dickson	Yam
John Jacobs	Yam
Mike Chauncey	Hon
250 NOV DIV I	
Nick Jarrell	Suz
Don Wilson	Suz
James Masterson	Mai
250 NOV DIV II	
Donald Magorian	KTM
Scott Perry	Mai
Alan Bono	KTM
OPEN NOV	
Pat O'Donnell	Suz
Rod Ginn	Yam
Clark Plummer	Mai
125 INT DIV I	
Shawn McConn	Yam
Jon Miller	Hon
Stuart Bussert	Suz
125 INT DIV II	
Russ Daley	Suz
Dean Koemencic	Hon
David Leat	Hon
250 INT	
Peter Crowell	Hus
Chuck Muller	Mai
Russ Daley	Suz
OPEN INT	
Kenneth Strauch	Suz
Chuck Hamilton	Suz
Patrick Riley	KTM
125 EX	
Dave Wood	Hon
Joe Borland	Suz
Dan Dobbins	KTM
250 EX	
Phil Crane	Suz
Mike Hersman	Hus
Bill Johnson	KTM
OPEN EX	
Gary Murphy	Mai
Darrell Shultz	Bul
Ken Sisler Jr	Mai

C.M.C. MX
Long Beach, Calif.
Jan. 9, 1977
By Bruce Ziegler

MINI JR	
Bob Cummings	Hon
Ray Lyon	Yam
Bob Morales	Hon
MINI	INT
Russ Elliott	Yam
100 JR	
Rick Sauers	Yam
Raymond Simpson	Suz
Mike Nishita	Yam
125 JR	
Marcel Ketting	Suz
Tom Lentini	Hon
Billy Davis	Hon
125 INT	
Rodey Davidson	Pch
Angel Montoya	Yam
250 JR	
Gary Goforth	DMG
Clark Wilson	Yam
Wayne Nagara	Hon
250 INT	
Lester Kawahara	Suz
PRO CLASS	
Ross Maeda	Suz
Joe Stern	KTM
David Nakamura	Hon

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CB 750 K-4's	KZ 750's	MX 250 B's
CB 500 K-2's	KZ 650's	YZ 125 125's
CB 550's	KZ 400's	GT 80's

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RESULTS

Mini-Bike Top 10 (Black Plates) Final Standings By Bill Arbogast

Doug Chandler
Tracy Hays
Jim Cunningham
Tony Deatherage
Jeff Mason
Bill Arbogast
Bruce Johnson
Greg Brewer
Mike Wilson
Adam Souza

R.A.C.E. MX Corona Rcwy. Corona, Calif. Dec. 17, 1976

HIGH SCHOOL	
MINI CLASS	
Rod Anderson	Arl.
Bob Berney	Arl.
POWDER PUFF	
Janet Grisham	Arl.
Lani Anderson	Arl.
100 NOV	
Scott Uhls	Arl.
Everat Wheeler	A.L.
100 SENIOR	
Dan Hockett	Up.
Don Hockett	Up.
John Gless	Arl.
125 NOVICE	
Roy Verdejo	Arl.
Bob Avery	Up.
John Ercole	A.L.
125 INT	
Alan Skiles	Up.
Jim Hall	A.L.
Richard Apodaca	Arl.
125 SENIOR	
Marty Wolford	Arl.
Paul Ballow	Arl.
175 NOVICE	
Kent Boles	Up.
Ben London	Up.
Kerry Keathley	Arl.
175 SENIOR	
Steve Feld	A.L.
Jim Hall	A.L.

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

Trophy presentation for Rams Hare & Hound (10-31-76) and So. Cal Hare & Hound (11-14-76) at American Legion Hall, 14541 Sylvan St., Van Nuys (corner of Victory Blvd. & Van Nuys Blvd.) Fri., Feb. 4, 1977. Starts at 7 p.m. Be there or be square! (3/3x)

Trophies for the Oct. 24 Prairie Dogs Hare Scrambles can be picked up at D-37 races Jan. 16 and Jan. 23 or call (714) 842-6787. (2/2x)

Cal State 100 trophies available at AAA Cycle Center, 1300 E. Edinger, Santa Ana (714) 835-7821. (3/2x)

DURALUBE

DRA Hare Scrambles — Jan. 9
Bob Balentine — 1st Expert KTM
Tim Sloan — 1st Open Novice KTM
Scott Broussard — 3rd 200 Expert Yam
Special congratulations to Jeff Kaplan winning #1 plate Expert 175 Div. Dist. 37

NOTICE: Duralube users Call 213-797-1162 with win results. Call day or night.

250 SENIOR	
Scott McCarty	Up.
Randy Anderson	Arl.
OPEN NOVICE	
Rick LaFon	A.L.
Mike Burnett	Rub.
Curtis Saddelmire	—
SCHOOL SCORES	
Arlington	447
Alta Loma	299
Upland	286
Rubidoux	81
UNATTACHED	
MINI BEG	
Greg Jones	Yam
Craig Seely	Yam
Shannon Shamblin	Yam
MINI INT	
Allen Lucas	Yam
Tim Hines	Yam
POWDER PUFF	
Debbie Alen	DKW
Dennise Jones	Yam
100 BEG	
Roger McGrew	Suz
Everat Wheeler	Yam
Lee Ercole	—
100 INT	
Troy Matthews	Suz
Tony Apodaca	Suz
125 BEG	
Chip Tanke	KTM
Todd Schaeffer	Suz
Mike Jones	Yam
125 NOV	
Rick Sparling	Yam
Tim Roach	—
Mark Broadhead	Suz
125 INT	
Bobby Hart	Yam
Rick Collins	DG
Bart Onash	Hon
250 BEG	
Chris McNeil	Hus
Kevin Despain	Suz
Jim Scott	Kaw
250 NOV	
Dean Wilkinson	Suz
Joe D. Price	Hus
Ron Lawson	Bul
500 BEG	
Karl Hostetler	Yam
Rodney Moriari	CZ
Mark Ballow	Hon
250 INT	
Darryl Lumbattis	Bul
Tom Karos	CZ
Dave Ohl	Suz
250 PRO	
Rick Lee	Yam
Scott Carnahan	Yam
500 PRO	
Goat Breker	Kaw
Lee Rosenberry	Bul

Motocross Canyon Raceway Phoenix, Ariz. Jan. 9, 1977 By Lisa Lawrence

PEE WEE	
Craig Whittington	Hon
Brian Bruner	Ind
Jason Yarbough	Yam
MINI BEG	
Steve Beluzzi	Hon
Jim Silverthorn	Hon
Matt Babington	Yam
MINI NOV	
Tibbs McCullough	Yam
Wally Boyette	Yam
Craig McFarland	Yam
MINI AM	
Mike Erwin	Yam
Bobby Belluzzi	Yam
Philip Lawrence	Yam
MINI EX	
Drey Dircks	Yam
Mark Meredith	Suz
Scott Reddell	Yam
100 NOV	
Scott Nicholas	Yam
Pete Yerkovich	Yam
Rick Kirkman	Yam
100 AM	
Mickey Cottew	Suz
John Belluzzi	Suz
Steve Stevens	Hon
125 BEG	
Steve Martin	Suz
Tom Atherton	Suz
Art Rose	Suz
125 NOV	
Andy Perkins	Suz
Bob Faylor	Suz
Bryan Hayes	KTM
125 AM	
Mike Sleigher	Hon
Jim Schilt	—
David King	Yam
125 EX	
Chappy Blose	Hon
John Imbriale	Hus
Gary Dircks	Hon
250 BEG	
Art Rose	Suz
Micheal Aschbrenner	Suz
Bobby Buffaloe	Kaw
250 NOV	
Lee Casavant	Suz
Mark Harbert	Kaw
Bob Burleigh	Suz
250 AM	
Dave Anderson	Suz
Kelly Larive	KTM
Howard Dendy	Suz
250 EX	
Roger Jones	KTM
Chappy Blose	Mai
Bobby Blose	Mai
OPEN NOV	
David Dickson	Suz
Beal Nawyn	Kaw
Jim ODell	Suz
OPEN AM	
Mike McCarty	Su
Mike Blount	Suz
George Cook	Bul
OPEN EX	
Robert Brazil	KTM
Mike Blakely	Kaw
John Beck	Mai
OLD TIMER NOV	
Floyd Fhalley	Yam
Ron Babb	Hon
Chuck Bergman	Yam
OLD TIMER AM	
John Beck	Mai
Rick Myers	Mai
Ralph Puresell	Yam

AME MX Spillway Park Santa Maria, Calif. Jan. 9, 1977 By S. Slave

MINI JR	
Glenn Cave	Hon
Joe Mackle	Yam
MINI INT	
Joe Dyer	Yam
MINI EX	
Eddie Perry	Yam
100 JR	
Ron Coop	Suz
100 INT	
Burl Beveridge	Suz
ALL EX	
Sherman Schnekler	Suz
Fred Price	Hus
Randy Benda	Hon
125 JR	
Bobby Perry	Hon
Robby Martindale	Suz
Ton Flynn	Hon
125 INT	
Fred Perry	Hon
Ken Weatherson	Hon
250 JR	
Russ Norton	C-A
Frank Waite	Suz
Jon Harshbarger	Mai
250 INT	
Randy Whiteaker	Mai
Greg Bergman	Kaw
Rob Weatherby	KTM
OPEN JR	
Chris Borchard	Mai
OPEN INT	
Ray Marshall	Mai
OVER THE HILL GANG	
Jim Baron	Hus
NOV	
Rodney Truman	Suz
AMATEUR	
Rex Larsen	Yam
EXPERT	
Ray Marshall	Mai
Phil Komenchuck	Yam

R.A.C.E. MX High School Corona Rcwy. Corona, Calif. Dec. 18, 1976

HIGH SCHOOL	
MINI CLASS	
Rod Hetrick	PS
Benny Parks	PS
Mark Williams	PS
125 NOVICE	
David Stevenson	Col
Kelly McGuire	PS
Mark Montgomery	Col
100 NOVICE	
Rod Hetrick	PS
Scott Davis	PS
Ben Limon	Col
175 NOVICE	
Russell Kilcollins	PS
Jeff Becker	Hem
Kevin Faucett	Hem
OPEN NOVICE	
Marvin Williams Jr.	Col
Jim Hyer	Hem
Mike King	PS
125 SENIOR	
Rick Orlando	PS
Sam Harris	PS
Joe Vogel	Hem
OPEN JUNIOR	
Dan Smith	KTM
Rick Smith	Yam
175 SENIOR	
Bill Bryan	—
HIGH SCHOOL SCORES	
Palm Springs	403
Hemet	143
Colton	133
UNATTACHED RIDERS	
MINI CYCLES	
Scott Paschal	Yam
Robbie Miller	Yam
125 JUNIOR	
Mark Sanchez	Suz
Dave Terrell	Hon
125 BEG	
Dennis Creason	Hon
Bill Aldridge	Hon
Chuck Walling	Hon
125 INT	
Bart Onash	Hon
Ray Gates	Hon
Jack Munchall	Suz
250 BEG	
Greg Ernst	C-A
Loy Beach	Cama
Keith Sanford	Yam

Old Timers MX Indian Dunes Valencia, Calif. Jan. 10, 1977 By O. T. Dal

MASTER	
Andy Anderson	Mai
Marvin Olson	Mai
Norb Brown	Suz
EXPERT	
Dick Frampton	Bul
Bill Bird	Yam
Richard Lyons	Mai
John Selder	Mai
AMATEUR	
Jerry Scott	Yam
Dick Mosely	Bul
Gordon Mathieu	CZ
Roy King	Suz
NOVICE	
Dal Calais	Yam
John Bollinger	Yam
Larry Smith	Yam
Ron Willey	Hon

1976 Black-Jack Enduro Circuit

OVERALL
Tommy Dennis
OKLAHOMA CHAMP
Vern Street
KANSAS CHAMP
Bill Uzzell
MISSOURI CHAMP
Jeff Allen
ARKANSAS CHAMP
Jerry Atchison
OVERALL RESULTS
Tommy Dennis
Vern Street
Jim Beckham
Earl Schnell
Bill Uzzell
Jerry Atchison
Jeff Allen
John Dennis
Dale Brigance
David Fogle
A-1 CLASS
Gary Collins
Larry Herink
Dwayne Buck
Robert Johnson
Jack Thompson
A-2 CLASS
Jim Beckham
Earl Schnell
John Dennis
Clell Furnell
Jim Moon
WOMENS OPEN
Helen Syler
Sara Watts
Kenni Spahr
Debbie Hackler
Karen Mullikin
SR OPEN
Glen Guyton
Scott Spahr
Al Mullikin
Pete Poulos
Bill Hargraves
B-1 CLASS
Jerry Scott
Charlie Young
Wyne Phipps
Roy Williams
Jim Bird
B-2 CLASS
Dale Brigance
Don York
Eldon Pickett
Richard Ogden
Glen Sinclair
B-3 CLASS
Roger Hall
Zahn Lewis
Gary Welch
Dennis Wendl
Bob Gowdy
B-4 CLASS
David Fogle
Roger Cox
Dale Pressnall
Bob McAlister
John Kiekel
B-5 CLASS
Ken Brewer
Frank Dickson
Gerald Rich
Less Stotler
Steve Lowry
TEAM
TERA – Penton
White Rock #1
Wheelsport #1
Wheelsport #2
TERA – Hodaka
Action Cycle

TT & HM Corona Rcwy. Corona, Calif. Dec. 19, 1976 By Elaine Jones

TT	
MINI	
Bobby Garabedian	Yam
David Hulbert	Yam
MINI II	
Greg Nelson	Yam
Mike Godouas	Hon
David Jodoin	Yam
125cc	
Robert Pfetzing	Yam
Eddie Drake	Hon
Bobby Garabedian	Yam
250cc NOV	
Eddie Drake	Yam
Terry Williams	Mon
Kerry Pickin	Yam
250cc EX	
Dylan Neihart	Yam
Matt James	CZ
Mike Tidwell	Yam
250cc NOV	
Geoff Wood	Yam
Terry Williams	Mon
Jim Tielins	—
250cc EX	
Matt James	CZ
Dylan Neihart	Yam
Mike Tidwell	Yam
OPEN NOV	
John Gimenez	Yam
Dwayne Locke	Yam
Mark Butler	Yam
OPEN EX	
Eddie Lawson	Yam
Dylan Neihart	Yam
Don Driggs	Tri
MONEY	
Eddie Lawson	Yam
Mike Tidwell	Yam
Dylan Niehart	Yam
OPEN NOV	
Robert Pfetzing	Yam
Mark Butler	Yam
John Gimenez	Yam
MONEY	
Mike Tidwell	Yam
Dylan Niehart	Yam
HALF MILE	
MINI	
Mike Redding	Yam
Richard Godouas	Hon
David Hulbert	Yam
125cc	
Robert Pfetzing	Yam
Bobby Garabedian	Yam
Eddie Drake	Hon

R.A.C.E. H.S. MX Corona, Calif. Dec. 11, 1976

HIGH SCHOOL RACES	
125 NOV	
David Robert	Eis
Keith Booher	Pom
Mike Marschke	Pac
Grant Colbert	Pom
Mike Callahan	Eis
Todd Booher	Pom
250 NOV	
Ted Albright	Eis
Chris McNeill	Pac
Dave Koch	Eis
Doug Harbeson	Eis
Steve Frasier	Eis
UNATTACHED RIDERS	
250 INT	
Bart Onasch	Hon
Steve Sparks	Oss
Jeff Wiedeman	Suz
Todd Chapman	Mai
Jim Haines	Suz
125 JR	
John Figueiredo	Hon
Dennis Osmer	Hon

MX Austin MX Park Austin, Tex. Dec. 19, 1976 By Greg Labbe

MINI	
Bryan Taylor	Suz
Gary Alsop	Yam
Mike Caskey	Suz
100/125 NOV	
Mark Olguin	Suz
Steve Turner	Suz
Chris Corpe	Suz
125 INT	
Ronnie Taylor	Suz
Steve Hoyer	Hon
Chris Loftin	Hon
250 INT	
Greg Labbe	Pen
Mike Farmer	Suz
Bill Fornes	Mai
OPEN INT	
Dennis Cox	Suz
Bobby Kramer	Bul
David Boswell	Suz

AMA D-38 Hare & Hound Plaster City, Calif. Dec. 12, 1976 By Loretta Pipkin

OVERALL	
P. Eddy	
R. Secor	
D. Dibb	
250 EX	
P. Eddy	
R. Secor	
D. Dibb	
125 EX	
K. Vandergriff	
R. Laffranchi	
S. Schmidt	
OPEN EX	
P. Nachant	
W. Thornton	
G. Moon	
125 AM	
S. Kepachart	
P. David	
K. Graves	
250 AM	
K. Contilis	
D. Cavins	
M. Maynard	
OPEN AM	
P. Flanagan	
P. Depalmer	
R. Chambers Jr	
OPEN NOV	
J. Ribly	
D. Mathews	
R. Haag	
250 NOV	
J. Clymore	
K. Kaiwi	
V. Haag	
125 NOV	
F. Fisher	
J. McFaddin	
D. Cottril	
SR	
M. Fox	

AMA D-37 Desert 1976 Final Points

LIGHT WEIGHT DIV I

1	L. Roesesler	E	3970
2	B. Ogilvie	E	3790
3	B. Wallingsford	E	3600
4	B. Wright	E	3060
5	G. Conner	E	2915
6	J. Belknap	E	2800
7	C. Kinnaman	E	2730
8	B. Rutten	E	2684
9	T. Schell	E	2370
10	D. Shatto	E	2340
11	H. Statham	E	2235
12	R.C. Fjastad	E	2235
13	P. Christensen	E	2185
14	C.W. Barney	E	2110
15	M. Cartwright	E	2040
16	K. Miller	E	2025
17	T. Fitzpatrick	E	1970
18	M. Alexander	E	1950
19	M. Butler Jr	E	1890
20	J. Ownes	E	1860
21	D. Prutsman	E	1820
22	C. Fjastad	J	1665
23	L. Gollihen	E	1605
24	C. Conway	J	1605
25	M. Thorpe	J	1550
26	D. Rosenberg	J	1540
27	T.S. Greaves	E	1535
28	M. Zoller	E	1523
29	D. Riker	J	1455
30	D. Postma	J	1465
31	R. Alexander	E	1410
32	R. Jones	J	1390
33	E.D. Austin	J	1375
34	J. Beardsley	E	1280
35	M Gibson	E	1280
36	M. Heacox	J	1250
37	J. Thorpe	E	1255
38	D. McLaughlin	E	1230
39	V. Schmid	E	1205
40	J. Gaetz	E	1180
41	J. Haas	E	1170
42	M. Mills	E	1100
43	D.E. Clark	J	1095
44	S. Gates	J	1077
45	J. Stankavich	E	1050
46	H.S. Bailey	E	1045
47	D.A. Aleano	J	1045
48	G. Cass	E	1015
49	D. Bauman	J	1005
50	M. Harris	E	1000
51	J. Prater Jr	J	1000
52	S. Wiseman	J	1000
53	B. Jones	J	995
54	R. Omey	E	950
55	R. Burris	J	932
56	L. Froelich	E	875
57	B.H. Garton	J	851
58	M. Jones	J	850
59	J. Tobin	J	845
60	G. Frederickson	J	826
61	R. Cole	J	768
62	G.B. Harvey III	E	760
63	N. Seiaegua	J	743
64	C. Nuckles	N	736
65	B.H. Smith	J	733
66	B. Zumwalt	J	724
67	S. Spragle	J	710
68	T. West	J	706
69	T. Ralph	E	700
70	B. Johnson	E	690
71	J. Orendorff	E	685
72	G. Anondson	J	680
73	R.G. Toubeaux	J	678
74	D.M. DeCamp	E	675
75	A. Flowers	J	665
76	H.C. Smith	J	664
77	R. Waldbaum	E	662
78	R. McCamish	E	650
79	M. Aston	J	640
80	D. Otten	J	640
81	C. Reese	E	635
82	E. Cossak	N	634
83	R. Markegard	E	630
84	R. Devonshire	J	620
85	M. Etchamendy	E	615
86	C.P. Witt	J	600
87	N.R. Haven	J	600
88	M. Godfrey	J	600
89	J.E. Wotring	E	585
90	T. McGurk	J	585
91	R. Sadd	E	580
92	C.R. Hermansen	N	580
93	D. Alderete	E	579
94	R. Brown	E	575
95	D. Whitehorn	E	565
96	R. Roberts	J	555
97	P. Wilson	J	550
98	M. Thams	J	545
99	N. Manninen	N	545
100	M.A. Phillips	N	545
101	J.C. Lundgren	E	535
102	D. Coats	J	535
103	K. Earnest	J	520
104	J. Polujancewicz	E	515

105	J. Sheehy	N	507
106	R. Platt	E	505
107	T.A. Booth	J	505
108	M. Arbogast	E	500
109	C. Watts	J	495
110	D. Jones	J	490
111	D.R. Shusta	J	485
112	B.D. Sellers	N	484
113	M. Cotter	E	475
114	R. Watson	J	475
115	D.I. Louis	J	475
116	R. Curtis	J	475
117	R. Sohas	N	471
118	T. Kelly	E	460
119	A.D. Wirz	N	451
120	G. Peters	N	446
121	D.M. Byrd	N	443
122	P. Cloward	E	438
123	R. Williams	J	435
124	Garry Hall	E	430
125	D. Brand Jr	N	425
126	D. Evans	N	424
127	Bill Pridemore	E	420
128	G.R. Zuber	E	405
129	T. Hubbard	J	395
130	Scott Dinger	N	395
131	R. Abbott	N	393
132	J.J. Hruby	N	392
133	R. Cotterman	N	390
134	D. Phillips	J	385
135	D. Crowley	J	373
136	M. Lee	E	370
137	G. Coyle	J	370
138	W.S. Conger	N	366
139	R. Sanderson	E	360
140	S. Gard	N	360
141	J.L. Wilsworth	E	350
142	P. Kanezuzewski	J	349
143	D. Wallace	N	345
144	R.L. Neal	J	340
145	R. Kellogg	J	337
146	D. Sanchez	N	335
147	M. Tolle	N	335
148	J. Karell	J	334
149	R.K. Davis Jr	N	331
150	J.W. Reeves	N	326

1976 DRA Final Point Standings

OPEN EX	
B. Balentine	2955
J. Artz	1726
M. Malocco	1504
S. Clugston	1383
D. Wood	1193
T. Brooks	1115
C. Kallen	1035
O. McEvoy	1013
M. Johnston	788
M. Martin	764
P. Shephard	718
D. Noll	688
H. Hibbard	668
R. Shirey	658
H. McCasland	508
T. Kibbe	490
T. Bowman	470
K. Bishop	455
A. Meek	415
W. Garrett	410
M. Keen	410
D. Winchell	385
L. Peterson	360
J. Orndoff	353
OPEN AM	
J. McDowell	1188
T. Harris	1117
D. Hurt	1052
C. Fowler	1006
T. Mattox	929
D. Shepherd	860
J. Smith	823
R. Martin	608
R. Smith	579
B. Jantzi	500
B. Callen	488
T. Hettema	420
G. davies	340
S. Pfeiffer	330
L. Scheffers	327
J. Richardson	317
D. Wyatt	290
R. Irby	288
R. Hall	282
P. Kouri	213
S. Heinze	190
T. Edmondson	180
R. Roach	180
G. Kammerman	160
D.. McEvoy	151
OPEN NOV	
K. Renaux	759
D. Radley	670
R. Bennett	545
R. Duncan	542
W. Pritchett	536
R. Seematter	517
T. Maddocks	474
C. Sickler	406
R. Burrus	371
E. Waldeim	328
R. Adolph	315
K. Boyd	311
M. Gaines	311
W. Childers Jr	310
E. Smith	309
D. Keith	302
T. Sloan	300
T. Muller	292
G. Gibbons	291
K. Briegleb	273
R. Wood	272
B. Nuttal	264
R. Taylor	258
K. Kaiser	253
K. Cantwell	250
W. Finkle	250
OPEN BEG	
L. Anderson	172
S. Seyfried	153
G. Sell	144
L. Galloway	137
R. Smith	136
L. Allen	114
A. Leyrer	111
R. Freeman	110
L. Shively	100
250 EX	
T. Kelly	2010
F. Mundy	1723
M. Lee	1565
N. Crane	1520
P. Stumbo	1504
T. Mitchell	1463
J. Cauby	1451
S. Bigler	1290
T. Schell	1255
T. Steffins	1155
D. Kirk	1128
M. Lee	1115
C. Brooks	1095
M. Smiley	985
D. Miller	856
J. Steen	747
D. Posson	724
R. Fleming	503
M. Zoller	475
T. Brooks	465
D. Greene	413
D. Winchell	380
B. Padilla	290
V. Schmid	245
250 AM	
D. Beisner	1020
R. Richey	1008
R. Griffin	983
J. Matthews	864
R. Jensen	681
G. Peek	565
K. Heil	549
S. Rugg	519
R. Voigt	512
R. Smith	505
D. Jensen	474
J. Fransway	470
C. Gray	412
J. Beardsley	380
S. Neal	346
L. Upp	382
B. Tarling	320
A. Weekly	287
J. Bosanko	268
D. Heil	240
250 NOV	
M. Kibbe	847
D. Trubey	752
T. Nething	496
G. Hoots	492
R. Anderton	476
E. Burney	453
J. Wilson	422
R. Zajic	422
T. Phillips	415
C. Bonham	410
P. Petri	400
T. Grady	395
S. Lee	359
S. Tygart	315
G. Short	349
M. Moullett	335
S. Duncan	323
G. Ames	322
T. Phillips	303
R. Miller	301
R. Vaughn	297
J. Delaney	295
G. Bussjaeger	289
P. Baker	271
M. Smith	267
M. Martin	260
S. anderton	259
C. Richard	258
B. Joseph	253
D. Robinson	251
J. Hylton	248
250 BEG	
D. Knapik	190
P. Newman	182
M. Spang	177
E. Leonard	118
J. Draves	117
K. Bilbrey	116
I. Winchell	115
M. Martin	114
A. Diaz	114
T. Peltz	111
B. Fair	109
R. Pawelczyk	103
J. Jackson	98
D. Silva	94
R. Haseltine	90
0-200 EX	
T. Plant	2376
B. Henson	2158
R. strong	1971
L. Wilson III	1765
R. Muller	1638
V. Heth	1483
K. Upp	1434
S. Broussard	1421
E. Johnson	1230
B. Round	1028
J. Welton	793
T. Kelly	660
R. Hedtke Jr.	603
A. Meek	590
J. lambson	533
E. Rodine	420
G. Charters Sr.	360
E. Spaeth	270
D. Hart	228
B. Friant	220
A. Klein	205
Birdie	190
B. Childers	190
0-200 AM	
R. Round	1153
D. Pritchett	1087
T. Stuart	1046
J. Rayle Jr	899
K. Perkins	885
S. Rion	853
M. Midkiff	808
K. Klug	761
D. Anders	630
A. Cantrall	600
B. Walters	528
S. Grenke	403
B. Perkins	385
T. Whitney	369
T. Mason	322
L. Scheffers	300
B. unhassobiscay	290
C. Bouck	289
B. Bornhurst	280
G. Charters Jr	249
0-200 NOV	
S. davies	537
D. Behrens	479
J. Hopkins	462
S. Johnston	427
B. Rundquist	424
B. Midkiff	416
D. McEntire	414
P. Ford	407
R. Beck	398
B. Rigo	398
R. delius	371
C. roberts	333
M. Cookson	316
K. Cilk	309
T. Cauby	303
J. Zuidema	297
M. Round	290
B. Gough	289
J. Pulley	284
G. Catton	283
M. Bierman	280
J. sparks	272
J. Peterson	264
M. Moser	259
C. Peterson Jr	255
0-200 BEG	
R. Ishman	256
R. wilson	233
W. Richardson	220
M. Moore	215
S. Hodgson	202
J. Escujuri	172
M. Heyler	142
R. Elmore	126
G. Coover	122
V. Huffman	120
J. McConnell	107
M. Huggins	101
J. Glover	97
H. Smith	96
P. Richmond	94
SR EX	
G. Paull	2838
G. Schmid	2676
M. Dyott	2028
J. Klug	1175
C. Greene	810
R. Lowe	450
J. LaPorte	422
SR AM	
D. Lockridge	1658
K. Soesbe	1630
L. Garton	1196
B. Midkiff	1175
D. Johnson	1171
J. Sheldon	1013
E. Denbow	945
K. Ellis Sr	893
D. Deichman	863
R. Hubbard	735
S. Farney	658
J. Gregory	553
SR NOV	
J. Kelly	1038
D. Wooldridge	981
E. Payne	732
J. Lingo	660
R. Hurt	656
R. Bonham	629
L. Blomgren	586
O. Cecil	496
L. Rundquist	444
W. Childers	378
G. Burke	373
J. Hartel	373
SR BEG	
B. Paslay	255
R. Galloway	247
D. Milburn	240
D. Michener	210
C.Anderson	201
G. Moullett	198
G. Tolmasoff	172
R. Pfeiffer	165
POWDER PUFF AM	
L. Klug	1528
POWDER PUFF NOV	
J. Payne	1456
M. Griffin	1255
W. Richardson	1200
L. Farmer	955
S. Goade	785
L. Lockridge	783
L. Monson	727
M. Reeser	703
J. Wilson	665
L. Broussard	560
POWDER PUFF BEG	
P. Van Valer	448
P. Peterson	293
B. Kind	270
K. Cochran	241
J. Atcheson	194
P. Merrill	162
R. Renaux	155
CLUBS	
Half Fast MC	18,460
Sodbusters MC	16,804
Bench Racers MC	12,351
SHOPS	
Foothill Cycle Acc.	12,743
29 Palms Yamaha	8,221
Gregory's Automotive	8,062
Bellflower Yamaha	7,129

CALENDAR

Calendar listings are a free reader service. All information is the responsibility of the event promoter. To be certain, call the phone number listed before going to an event.

January 19

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720. 714/735-1705.

January 21

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

January 22

D-36 HARE SCRAMBLES
Knob Hill Ranch Cycle Park, Pescadero, CA. Gate open 8:30 am, race 10:30. Entry $10, trophies to all classes. Silencers and spark arrestors req'd. Knob Hill Ranch, Pescadero, CA 94060. 415/879-0928. Call if in doubt about weather.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, $50 bounty. 714/689-1913, 735-1705

ELSINORE TT
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign 6 p.m.; prac 7; race 8 p.m. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg., Exp. 714/674-5383 or 826-2386.

January 22-23

CMC GOLDEN STATE SERIES $5,000 MX
Sacramento OHV Park (old McGill Park), Sacramento, CA. From Sacto. take Hwy 50 north to Prarie City Rd, turn right to White Rock Rd, Turn right one block to park. On Saturday, Jrs., Ints., Minis, 100, 125, 250, Open. Three motos. Trophies to 5th place. Open 6:30 a.m.; prac. 7:30; sign 'til 8:30; race 9:00 a.m. $10 per class entry. Sunday, $5,000 Pro purse. less 15% for overall 3-race winner) 125, 250, Open. Two motos. Open 6:30 a.m.; prac. 9; sign 'til 9:30; Qualify 11; race noon. Pro entry $25 per class mail entry; $35 post. S & P Productions, Box 160607, Sacramento, CA. 95816. 916/422-7233; 916/451-2853; 916/351-0271.

January 23

COWHOUSE ENDURO 100 MILE
Fourth annual Cowhouse Enduro sanctioned by Texas State Championship Enduro Circuit, For Hood (Killeen) Texas. Enter Ford Hood main gate, follow signs. Entry $13 pre, $18 post. FHDRC, Drawer A, Ft. Hood, TX 76544. Call B.J. Cummings, 817/634-1716 after 6

AME MINI MX
California Mini Winter Championships, Indian Dunes Park, Valencia, CA. International track. Pro style minicycle MX. Three foot 1st place trophy. 33% brass, all classes. Entry $10, post entry $20. Pre entry deadline Dec 9. Membership required, $8 for 1977. $4,000 med ins. AME, Box 1421, Reseda, CA. 91335. 213/881-5778.

AME MOTOCROSS
Indian Dunes, Valenc. CA. Gate opens 7, sign 'til 8:30; prac. 8; race 9 a.m. Entry Sptsmn. $8 pre, $10 post. Pros $12 mail, $15 post. Memb. required, $8. $4,000 med. ins. 30% trophies to Sprtsmn. Mail entry by Friday before race. AME, Box 1421, Reseda, CA. 91335. 213/881 5778.

EL CHEAPO FAMILY ENDURO
I-15 to Sidewinder Rd., follow markings. North of Victorville, CA. Start 8:01 a.m. Entry: Mail one loop $5.49; two loops $6.49. Post one loop $6.49; two loops $7.49. Sat. mini-enduro $1.99. Pomona Valley Desert Riders, Box 282, Montclair, CA 91763. All classes and teams, 15% trophies to finishers, super finisher pins. Call 714/627-8372

D-36 MOTOCROSS
Under the "E" St. Bridge, Marysville, CA. Hwy 70 to N. Beale Rd., Shad Rd. fishing access over levee to track. Gate open 7 am, prac. 9, race 10. Entry $8 sptsmn., $15 Ex, $3 spec. All classes plus PP, OT, & Mini. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

MARATHON
Lodi Cycle Bowl, Lodi, CA. Lodi MC, Inc., 5801 East Morse Rd., Lodi, CA. 95240. Open traction. Start 9:00 a.m. Over 14 yrs. old, 125, 250, Open race for 1½ hrs. Minis (100cc max) race 1 hr. Over 14 yrs., entry $7; under 13 $5. One or two riders per bike. No rider ns. 209/368-7182 or 931-3722.

D-37 HARE & HOUND
Johnson Vly., CA. Lucerne Vly to Camp Rock Rd., to Anderson Dry Lake. 10 a.m. start. Entry $9. Rescue 3. Beginners, Pie Plates, Sidehacks welcome. 100 mi. Beg., Trail Nov. one loop. Finish pins, trophies. San Bernardino Vly. MC, 7896 Kempster Ave., Fontana, CA 92335. 714/882-2639 or 822-8922.

CRC BARBENDER ENDURO
Charlie's Place, Red Mtn., CA. Limed from Hwy. 395 and Trona Rd. A, B, C riders welcome. Start 8 a.m. Decals, finish pins. Women, minis, C, under-16 riders go one loop. All other two loops. Family teams free. 2 & 3 man teams add $1 per rider. Mail $11 and 2 SASE to CRC, 7601 Arlington Ave., Riverside, CA 92503. 1977 members deduct $2. Post entry $13. 714/689-6114.

CMC MOTOCROSS
Cycle Haven Pk., 121 Linden Ave., Long Beach, CA. Across from L.B. Naval Base, 1 blk. E of V. Thomas Bridge. Prac. 7:30 am, race 9. Entry $6, gate $1, Pros $12. 33% trophies. CMC lic. req'd. 213/832-6844, 547-1818.

PUBLIC AUCTION
1329 N. Hollywood Wy., Burbank, CA. 125 motorcycles, 85 new, 40 used. Hon, Kaw, Yam. Nicholos Tulli, Auctioneer & Appraisers. 213/983-2444.

ECRA MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. Entry: Members $7, $10 Pro; non-memb. $10/$15. $1000 purse. 714/581-6400.

HILL CLIMB
Saddleback Park, Irvine, CA. Signup 8-9 am. Entry $6. All classes. Saddleback Hill Climbers Assoc. 714/530-2905.

CRC MOTOCROSS
DeAnza Cycle Pk., Sunnymead, CA. 2 long motos and $ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 am, race 9:30. Entry $6 Sptsmn., $10 Ex., $2 extra non-memb. 213/830-7519.

DRA HARE SCRAMBLES
$350 purse. Two 30-mi. loops. 17 mi. north of Adelanto, limed right hand side of 395. 9:30 a.m. start. Trophies, finisher pins, scat, catering, photos. 714/373-4647.

CMC POINTS MX
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30; prac. 7:30-8:30; race 9:00 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA 92626. 714 / 557-3323.

MOTOCROSS
Oak Hill, Alvord, TX. Go north from Decatur, TX on 287-81, six miles, exit Mt. Zion Rd., follow signs 3 mi. to track. Pro-Am. Nov., mini start 10 a.m.; Int., Exp. start 2:00 p.m. Mini, Nov. entry $5; Int. $6; Exp. $8. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663 nights; 263-0152 days.

CMC ROUGH SCRAMBLES
Cycle Land Spdwy., Chico, CA., at U.S. 99E and Gage-Shippee Rd. Sign 8-10 a.m.; race noon. Open traction. All classes if enough entries. Minis, Old timers. Food, drink. If in doubt due to rain, call 916/342-9302 or 342-4216.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 am, race 9. Entry $8 Jr/Int, $12 Pros. Race for stock/mod ATC-90s. 30% brass, 100% p.b. to Pros. Free camping, $4000 rider medical 805/937-6171.

OBSERVED TRIALS SCHOOL & TRIAL
Littlerock Resevoir, Littlerock, CA. Follow signs from Hwy. 138. School at 10 am, trial in afternoon. School free. Valley Observed Trials Enthusiasts. 213/765-8186.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. 30% same day brass, 100% Pro p.b. 714/581-2778.

D-37 TT SCRAMBLES
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. Entry $6.50. Sign up 7 am, prac. 8, race 9. Jackrabbits M.C. 213/860-4135.

January 26

R.A.C.E. HALF MILE AND TT
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720. 714/735-1705.

January 28

AMA NAT'L INDOOR TT
Houston Astrodome, Houston, TX. $20,000 purse. 25-lap final. Expert only. Pre-enter before Dec. 30, 1976. Mail entry to AMA.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705

January 29

AMA NAT'L INDOOR ST
Houston Astrodome, Houston, TX. $23,000 purse money. 20 lap final. Expert only. Mail entry to AMA by Dec. 30, 1976.

ELSINORE TT
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign 6 p.m.; prac 7; race 8 p.m. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg., Exp. 714/674-5383 or 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, $50 bounty.714/689-1913, 735-1705

THE M.O.R.E. BENEFIT GRAND PRIX

SUNDAY JAN. 23 AT SADDLEBACK PARK

A 5-mile course through Saddleback Park using the entire "Baja De Saddleback" course plus Rain canyons, Fast Fire Roads, 1¼-mile Oval, Uphills, Downhills, Whoopdies, and Sand Washes...

★ Trophy Plaques to the Top 10% in Class
★ Trick! Finisher T-Shirts
★ Super Club Participation Trophy ★
Helmets! — Silencers! — 2 No. Plates Required

ALL CLASSES RACE 1 HOUR (Mini's, 100's, 125's, 250's, Open, Powder Puff, 4 Strokers, Old Timers, and a Team Race) GATES OPEN at 7:00 A.M., Practice Starts at 8:00 A.M., FIRST RACE at 9:00 A.M., Sign Up Closes 10:00 A.M. SHARP

SEND 2 S.A.S.E. W/ENTRY — PRE-ENTRY $9.00 (Cheap!) CLOSES 1-15-77
POST ENTRY $12.00
M.O.R.E. G.P. P.O. Box 6334, Orange, California 92667

Social Security No. _____
Name _____ City _____ State _____ Zip _____
Address _____ Phone _____
RIDING CLASS ☐ Beg. ☐ Nov. ☐ Am. ☐ Ex. ☐ Senior ☐ Powder Puff ☐ Mini Age _____
Make & Size of Bike _____ Club _____ (and or) Shop _____

I do hereby Certify that I possess the necessary skills and physical endurance for an event of this type. It is also understood and agreed that **Motorcycle Racing is a dangerous activity** so I hold **at no fault** the sponsors of this event, their agents or the land owners or managers of the land covered by the event for whatever property damage or injury that I may cause or incur. **I hereby consent to medical aid and transportation** in case of injury **with cost of such aid or transportation to be borne fully by me.**

SIGNED _____ Date _____
(I have read & agreed to all the above)
PARENT'S APPROVAL _____ (required if entrant under 18)

FOR FURTHER INFO: M.O.R.E. (714) 586-3162 or SADDLEBACK (714) 558-1584

Race with AME
A.M.E.
Indian Dunes
Sunday, Jan. 23
+ Youth Division
(Pee Wee thru Minis)
213-881-5778

SADDLEBACK
Saturday Motocross
$3,000 Medical Insurance
2-30 minute motos-Jrs. & Beg.
2-40 minute motos-Int. & Pros
Feb. 26 - $600 Purse
Motocross
Every Saturday
24 hour Info. Call 714-830-8010
Gate opens 7:30, Practice 8:00
Race 9:00, Finished by 2:30
Beg., Jrs., Int., $8.00, Pros $13.00
No Membership or mail entry required
Not affiliated with Saddleback Park

Ride the 1st Annual PVDR
El Cheapo enduro Jan. 23
60 Mile FAMILY RUN - All Classes - SUPER CHEAP PRICES!
PVDR, P.O.Box 282, Montclair, CA. 91763 714/627-8372

NOISE: The sound that kills the sight.

AMA District 37
Grand Prix Scrambles
Desert MX Enduro
We've got it all!
info: 714-646-5186
or write: 899 Darrell, Costa Mesa, CA 92626
District Hotline 714-631-3700
Up to date race information

AMC
RACE SCHEDULE
Jan. 23 — Saddleback
Jan. 30 — Escape Country
Feb. 6 — Carlsbad
Feb. 13 — Saddleback
INFO 714-581-2778

INDIAN DUNES PARK
600 acres – hills, streams, sand
Family riding 7 days – 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

CALENDAR

D-36 INDOOR SHORT TRACK
YMCA Benefit series held Jan. 15 & 29, Feb. 19, 26. Hi Point series. Washoe Cty. Frgnds., Reno, NV. Sign 3-5 p.m.; race 7:00 p.m. Entry $5, 2nd. bike $2.50, pits $4, spectators $2.50; kids under 12 50–. Western States Racing Assn., Box 7244, Reno, NV 89502. 702/358-0170 evenings.

January 29-30

BIG SPRING TRIAL
Big Spring, TX. West Texas Trial Assn. Ladies, Begs., Trailbikes, Nov. start 10 a.m. Sat.; Exp., Ams. start 1 p.m. Sat. Exp., Am., Nov., Trailbikes ride 10-15 more on Sun. Party Sat. night. Pre entry $10; late entry $13; one-day entry $5. Mail entry by Jan. 20. 3702 Boulder, Big Spring, TX 79720. 915/267-6985, 263-1541, 263-0854.

January 30

D-37 HARE & HOUND
Western Region Hare & Hound Amateur Championship Qualifier. 10 a.m. start. One 130 mi. loop, two gas pits, Beginners Trail Novices go to first gas pit only. Limed north on Hwy. 395 from Hwy. 58, Four Corners. Post entry $9. Beginner entry free with AMA & D-37 card. Mail entry $9, closes Jan 23. Send two SASE and AMA entry form to Desert MC, 332 Mt. Holyoke, Pacific Palisades, CA. 90272. 213/454-3460.

CMC SEMI-PRO MX
Sand Hill Ranch, Brentwood, CA. Sign 7-8 a.m.; prac. 8:30; race 9 a.m. $9 Nov entry; $15 Exp. entry. Write Rt. 2 Box 243C, Brentwood, CA 94531. Track at corner of Vasc o Rd. and Camino Diablo, Brentood. 689-2159 or 634-3328 or 634-2086.

AMC MOTOCROSS
Escape Country, Trabuco Cyn., CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. $3000 med. cov. 30% same day brass, 100% p.b. to Pros. 714/581-2778.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. Shadow Glen course. 2 long motos and $ for Ex, 3 motos and 30% brass for Sptsmn. All classes, $3,000 med. ins. Gate open 7 am, prac 8, race 9:30. Sptsmn $7, Ex $10, $2 extra for non-memb. 213/830-7519.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, Harbor turnoff in W. Sacto., CA, 7 miles along river to track on left. Part of 6-race "Husky Series." Nov. gate open 6:30, prac. 7:30, race 8:30, Int/Pro sign by 12, race 1:00 pm. 100% p.b. to Pros. Entry $8/$15. 2210 Kimwood Lane, Rancho Cordova, CA 95670. 916/635-5240

CMC YOUTH MX
Argyll Park, 13mi. South of Dixon, CA, on Hwy. 113. Gate opens 7:30 am, race 10. Entry $8. 60-80-100cc classes, Jr-Int-Ex. 30% brass. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. $3000 purse by Bosch Spark Plugs. $500 contg. Gates open 7:30, prac. 8, race 9:30. Sign up 'til 8:30. pros $25 entry, Jr/Int $7 mail, $10 post. Mail entries to CMC, P.O. Box 1402, Costa Mesa, CA 92626 714/557-3323.

CMC MOTOCROSS
Hollister Hills, 7800 Cienega Rd., Hollister, CA. Gates open 6:30, prac. 7:30, race 9. Entry $9, Pros $15. 30% brass, 100% p.b. to Pros. Norcal Motocross, 4900 Omar, Fremont, CA. 415/656-2643.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. $663 guaranteed purse, or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3; entry Nov. $5; Int. $6; Exp. $7. Nov. prac. 9; Nov. race 10:00 a.m. Int/Exp prac 1:00 p.m.; race 1:45 p.m. Payoff to Senior classes only. All classes. 817/277-9917 or 267-9153 or 236-8138.

SEMI-PRO CMC MX
Action Rcwy., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate opens 7:30, prac. 9, race 10 a.m. Expert/Pro entry $15; Nov., Int. $8. 100% Exp. payback. 100% trophies to Pee Wee. Rain or shine. 241-1100.

MARATHON
Lodi Cycle Bowl, Lodi, CA. Lodi MC, Inc., 5801 East Morse Rd., Lodi, CA. 95240. Open traction. Start 9:00 a.m. Ober 14 yrs. old, 125, 250, Open race for 1½ hrs. Minis (100cc max) race 1 hr. Over 14 yrs., entry $7; under 13 $5. One or two riders per bike. No rider ins. 209/368-7182 or 931-3722.

CMC MOTOCROSS
Cycle Land Spwdy., Chico, CA., U.S. 99E at Gage-Shippee Rd. Sign 8-11 a.m.; prac 9-10:30; race 11 a.m. Call 916/342-9302 or 342-4216.

SEMI-PRO MX
Sacramento OHV Park (formerly McGill's), Sacramento, CA. Hwy. 50 toward Placerville, south on Prairie City Rd., west on White Rock Rd. to park. Exp. entry $15; Sprtsmn. $8. Gate opens 6 a.m.; race 9 a.m. Overnight camping, gates closes 11 p.m. 6819 Oaklawn Way, Fair Oaks, CA 95628. 916/961-3083 or 961-1211.

D-37 MOTOCROSS
CANCELLED

February 2

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720-714/735-1705.

February 4

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705

February 5

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, $50 bounty. 714/689-1913, 735-1705

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386

February 5-6

D-37 GRAND PRIX
Escape Country, Trabuco Canyon, CA. Second annual Hilltoppers MC GP. Showers, overnight camping. Mail entry $12; post $20, limited entry. IRRC. Participation and finisher pins. Mail entries to: (Seniors, women, 0-175) 6340 Indiana, Long Beach, CA 90805; (176-250) 6491 Downey, Long Beach 90805; (251-Open) 5919 Sunfield, Lakewood, CA 90712. Include 2 legal-size, S.A.S.E. plus photocopy of classification and AMA card. No minis. No water crossing. 714/898-4557 or 213/428-4971.

February 6

D-36 EUROPEAN SCRAM.
Plymouth Int. Rcwy., (hm. of Hangtown), Plymouth, CA. No rocks. Free camping. Signup starts 8 a.m., racing starts 9 a.m. Entry $8.50, spectators over 12 $2, kids free. Silencers. Blue Mtn. Timber Wolves MC, Box 149, Jackson, CA 95642. 209/239-1841.

HARE SCRAMBLES
Woodville, TX. Hwy. 287 south 8 mi. from Woodville, east 5 mi. on FM 1013, follow arrows. 2 hr. race on 10 mi. loop. $6 pre-entry 7 days prior, $10 post. Texas Enduro Assoc., 726 Central Dr., Port Neches, TX 77651. 713/722-7926.

CMC SEMI-PRO MX
Sand Hill Ranch, Brentwood, CA., corner of Camino Diablo and Vasco Rd. All classes. Exp. entry $15, others $9. Sign 6:30 a.m., prac. 8:30, race 9:30 a.m. New sand track. 100% Pro payback. 687-2159 or 634-2086.

D-37 GOLDRUSH ENDURO
Lucerne Valley, CA, limed from Y Cafe to Camp Rock Rd. A, B, Sr., 2 loops, C 1 loop. 1st rider out 8:01. Drawing Jan. 25 at Gardena Rec. Park, 15802 Brighton, 8 pm. Pre-entry $10.50, $12.50 post. $1 xtra for team riders. Send entry, 2 SASE, TO Earl Wilson, 1547 W. 219th St., Torrance, CA 90501. 213/328-5214.

D-36 MOTOCROSS
Under the "E" St. Bridge, Marysville, CA. Hwy 70 to N. Beale Rd., Shad Rd. fishing access over levee to track. Gate open 7 am, prac. 9, race 10. Entry $8 sptsmn., $15 Ex, $3 spec. All classes plus PP, OT, & Mini. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

GRAND PRIX
Clovis Lakes, CA. Hwy. 99 to Shaw exit. East to Clovis Lakes. $8 mail entry, $10 post. All classes plus Mini, PP and Sidehack. New course w/big mudhole. Camping, swimming, baseball. Entries to Ed Ward, 4943 N. Diana, Fresno, CA 93726. AMA-sanct. 209/226-8392.

PRACTICE SHORT TRACK
Fort Hood, TX. Cowhouse Park. Follow road from main gate to signs on left at road end. No charge, top ten in time trials run main event. 5783-1 Wainwright Dr., Ft. Hood, TX 76544. 817/532-2750.

B.O.S.S./CMC SEMI – PRO MX
Argyll Park, 13 mi. south of Dixon, CA, on Hwy 113 Nov. Gate open 6:30 am, prac. 7:30, race 8:30. 30% brass. Int/Pro: Sign by noon, race 1 pm. 100% p.b., Entry $8/$15. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5340.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $6/$12 post, $2 extra non-memb. $3,000 med. ins. 100% Pro p.b., 30% brass. 714/581-2778.

CMC ROAD RACE
Willow Springs, 5 mi. W of Hwy. 14, Rosamond, CA. Gate open 7 am, prac. 9, race noon. GP, Prod., Cafe classes. Mail entry $14, post $18. New rider's race, $6, mail or post. New match race. Prize money & trophies same day. Mail entry to 3407 W. Olive, Burbank, CA, 91505. 213/842-7433.

P.I.T.S. OBSERVED TRIAL
Muderer's Gulch, take I-80 E from Sacto to Foresthill exit. Right on 1st paved road past Auburn-Foresthill bridge, follow signs. Beg/Nov event, entry $3. Sign up 9 to 10, start 10:15. 916/489-0126, 726-3838.

MOTOCROSS
Motorcycle Rcwy., Oklahoma City, OK. 405/627-3989.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. "Malcolm Smith Gold Medal MX" $1000 purse, $2300 merchandise to Jr/int. Gates open 7:30, prac 8, sign up closed 8:30, race 9:30. Entry $15 Pro, Jr/Int $7 mail, $10 post. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323.

CMC ROUGH SCRAMBLES
Cycle Land Spdwy., Chico, CA., at U.S. 99E and Gage-Shippee Rd. Sign 8-10 a.m.; race noon. Open traction. All classes if enough entries. Minis, Old timers. Food, drink. If in doubt due to rain, call 916/342-9302 or 342-4216.

February 11

MOTORCYCLE SWAP MEET
Movieworld Exhibit Center, 91 Frwy. at Knott Ave., Buena PARK, CA.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705

February 11-13

SCORE PARKER 400
$100,000 contingency. Two loops in Arizona, one in California. First bike start 5:30 a.m. California time. Entry $250 per bike, plus $20 per entry insurance. $100 deposit before 2 p.m. Dec. 17 at SCORE headquarters. Balance due Jan. 21.

February 12

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, $50 bounty. 714/689-1913, 735-1705

TT SCRAMBLES
Elsinore Rcwy., Hwy 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

February 12-13

B.O.S.S./CMC GOLDEN STATE SERIES MX
Helbetia Park, I-80 to Harbor turnoff in W. Sacto. CA, north along river 7 mi. Sat. Sptsmn., Sun. pros. $2000 Pro purse. Sat: Gate open 6:30 am, prac 7:30, race 8:30. Entry $10. 30% brass. Sun: gate open 6:30 sign by 10, prac. 10-11, race noon. Entry $20, mail entry for better post pos. OK. Free camping, final race of series. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

February 13

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

MARATHON
Brentwood, CA., Sand Hill Rnch., corner of Vasco and Camino Diablo. Rain or shine. 100, 125, 250, Open $25 for overall winner. Entry $6 per bike, $3 fee. Two hr. race starts 10 a.m. Sign 8:30, prac. 9:30 a.m. Classes run together, scored apart. 687-2159 or 634-2086.

CMC MX
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30 a.m.; prac. 7:30-8:30; race 9 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 mail entry. CMC, Box 1402, Costa Mesa, CA 92626. 714/557-3323.

D-36
SEMI-PRO ROUGH SCRAMBLES
Salinal Airport, Hwy 101 and Airport Rd. Signup 8 am. Entry $6 Ex., $5 Nov/Jr/Mini. All classes, open traction. 100% Ex. p.b. 408/899-2401, 394-8225.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. $3000 med. cov. 30% Pro p.b. 714/581-2778.

SEMI—PRO CMC MX
Action Rcwy., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate opens 7:30, prac 9, race 10 a.m. Expert/Pro entry $15; Nov., Int. $8. 100% Exp. payback. 100% trophies to Pee Wee. Rain or shine. 241-1100.

TT SCRAMBLES & FLAT TRACK
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. TT, half-mile, quarter-mile. Gate opens 9 am, prac. 11:15, race noon. 714/735-1705.

CRC MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and $ to EX., 3 motos and 30% brass to Sptsmn. All classes. Overnight parking. Gate open 7 am, prac. 8, race 9:30. Ex. $10, Sptsmn. $7, $2 extra non-memb. 213/830-7519.

February 16

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720. 714/735-1705.

February 18

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

February20

CRC CANDY ASS ENDURO
Sidewinder Rd., Barstow, CA. A,B,&C riders, 1st loop easy, 2nd challenging. Women, Minis, C-16 go 1 loop. Club challenge; 5 ft. trophy to best 10 scores out of max. 15 riders. Family teams free, others add $1 per rider. $11 mail entry, $13 post, CRC memb. $2 discount Entry and 2 SASE to CRC, 7601 Arlington, Riverside, CA 92503. 714/689-6114 days.

D-36 SAWMILL ENDURO
Upper Lake, CA. CC Camp. Key time 8:00 a.m. Classes: 125cc; 126-250cc; 251-Open; A,B,C. License plate or sticker required. Spark arrestors required Pre entry $10; post $12.50; 3-man Team adds $3. Finisher pins. 707/539-5394 or 823-4993.

D-36 MOTOCROSS
Under the "E" St. Bridge, Marysville, CA. Hwy 70 to N. Beale Rd., Shad Rd. fishing access over levee to track. Gate open 7am, prac. 9, race 10. Entry $8 sptsmn., $15 Ex, $3 spec. All classes plus PP, OT, & Mini. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

B.O.S.S./CMC SEMI PRO MX
Argyll Park, 13 mi. south of Dixon, CA on Hwy 113. Nov: gate open 6:30, race 8:30, Int/Pro: sign by noon, race 1 pm. Part of 6-race "Husky series." Entry $8/$15. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

CMC YOUTH MX
Helvetia Park, I-80 to Harbor turnoff, W. Sacto., CA, north along river 7 mi. Gate opens 7:30, race 10. 60-80-100cc classes, Jr-Int Ex. 30% brass. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

AMC MOTOCROSS
DeAnza Park, Sunnymead, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post. $2 xtra non-memb. $3000 med. cov. 30% same day brass, 100% p.b. to Pros 714/581-2778.

CRC RENEGADE GP
Indian Dunes, Valencia, CA. 3-mi. course incl. Internat'l track. 50-min. races, fin. pins., 20% trophies, cash to Pro. Entry $12 mail, $15 post & all Pros. Double points. Entry, 2 SASE to CRC, 24518 Island, Carson City, CA 90745. 213/830-7519.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00; prac. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mial, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA 92626.

February 26

D-36 INDOOR SHORT TRACK
YMCA Benefit series held Jan. 15 & 29, Feb. 19, 26. Hi Point series. Washoe Cty. Frgnds., Reno, NV. Sign 3-5 p.m.; race 7:00 p.m. Entry $5, 2nd bike $2.50, pits $4, spectators $2.50; kids under 12 50-. Western States Racing Assn., Box 7244, Reno, NV 89502. 702/358-0170 evenings.

March 6

AMA NATIONAL ENDURO
Chaparrals M.C. Coyote Derby Enduro. AMA Nat'l. & D-37 pts. Red Mountain, CA. C riders go 1 loop, B & Sr. 2, A all 3. C entry $10. A, B, Sr. $12. $1 extra for post. 3-man team $1 extra per man. Drawing Feb. 24 at Michaels Inn, 2425 E. Orangethorpe, Fullerton, Ca. Entries rec'd. at drawing are post entries. Mail entry and 2 SASE to Chaparrals M.C. P.O. Box 743, Sunset N Beach, CA 90742. 714/842-2341.

S & P PRODUCTIONS
presents
Golden State Series Race #1

moto-X

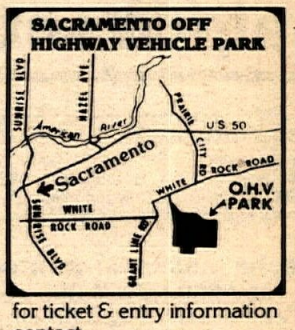
See pro riders compete for
$5000. Purse!

Sunday, Jan. 23

PROFESSIONAL CLASSES
125's, 250's & OPEN
(2 Moto's per class!)

Gates Open	6:30 AM
Practice Runs	9:00 AM
Races Start	12 NOON

GATE ENTRY $35 per class
MAIL ENTRY $25 per class
Overnite Camping Available



ADMISSION:
Adults $6
Children under 12 FREE

Advance Tickets $5 available at
Professional Cycle Parts (PCP)
Inland Cycle Center
Tognotti's Speed Shop
Carmichael Honda

for ticket & entry information contact
S & P Productions, Inc.
P.O. Box 160607, Sacto.
95618 Phone 422-7233

$50 BOUNTY
on Gary Denton
(125 Pro)
Friday Night MX
(on a clean win, up to the discretion of R.A.C.E. officials)
gates open 5:30 practice 6:00
Jan. 21 Jan. 28 Feb. 4 Feb. 11
Corona Raceway
info: 714-735-1705

MX track open 5 days a week
RACING WORLD ESCAPE COUNTRY
Trails open for riding 7 am til dusk 7 days a week

Events Scheduled:
Jan. 23
$1000
E.C.R.A. MX
Jan. 30
AMC, E.C.R.A. MX
Jan. 30
SCTA Trials event
Feb. 5 & 6
Hilltoppers Grand Prix
Sat. racing discontinued until further notice — New series starting — watch Cycle News.
* E.C.R.A. MX will run as usual Sunday, Feb. 6
714-581-6400 Trabuco Canyon

CRC
Bar Bender Family Enduro
Jan 23
Charlie's Place
Red Mountain
1st CRC point run for 1977
A real time keeping Enduro
714-689-6114 days

Jan. 30th European Scrambles
Sears Point Int'l. Raceway
Hwy. 37 & 121 Sonoma, Calif.
gates open 6:30 am sign-up 6:30—7:30 first race 8:00 am
$9 entry fee — includes decal
General admission $3.00
Rain or Shine 707-938-8448

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

Public lands belong to all of US.
(Ride sharefully.)
MIC
MOTORCYCLE INDUSTRY COUNCIL, INC.

3rd Annual ADRA
Gila Bend GP
Feb. 27
Racing through the streets
602-252-1900

Race Schedule
Jan. 23 — De Anza
Jan. 30 — Indian Dunes
Feb. 6 — Indian Dunes
Feb. 13 — Escape Country
CRC
213-830-7519

WANT ADS

Help Wanted

Honda motorcycle salesman
Golden opportunity. Sell the #1, with one of Los Angeles area OLDEST & LARGEST dealerships — LONG BEACH HONDA. Only top man with motorcycle experience need apply. Ask for Wes Mullen, (213) 423-1433. (2/3x)

Yamaha mechanic wanted
Earn $12,000 to $14,000 per year
In San Francisco Bay Area. We are a large — long time — & well established dealer for Yamaha, BMW, Triumph, Norton & Moto Guzzi. We offer year-around employment & excellent benefits. Only journeymen Yamaha mechanics who can meet & beat Yamaha flat-rate need to apply. Send application & brief work history to CYCLE SPORTS, 2355 El CAMINO, Santa Clara, CA 95051. (1/TFN)

Attention salesmen!!
Calling on dealers? Now you can add to your income. START your customers as BIKER dealers. For details, write to Biker Magazine, Box 2610, Long Beach, CA 90801. Attn: R. L. Nor Velle. (46/TFN)

Experienced Honda parts man wanted
Apply Hacienda Honda, 507 N. Azusa Ave., La Puente, CA. (213) 968-6461. (2/TFN)

Honda mechanic
Commission only, must be experienced in large four cylinder cycles. Apply Ontario Honda, 1170 W. Holt Ave., Ontario, CA. (714) 983-0695 or (213) 331-7115. (2/TFN)

Experienced Honda Service Manager wanted
Apply Hacienda Honda, 507 N. Azusa Ave., La Puente, CA. (213) 968-6461. (2/TFN)

Mechanic — Harley-Davidson
Five years experience a must. Top pay for top man. Call Dick Hutchins (213) 749-6235, L.A., Harley-Davidson/Yamaha. (2/TFN)

'76 Suzuki RM100
Chain tensioner skid plate, box of Hodaka parts. Cases gears & stuff cheap. Ford 360/390 four barel manifold and carb. (213) 994-3990. (3)

Injury Forces Sale
1975½ 360 Pursang looks like new, works performance shocks, G.P. tank and much more. Must sell as soon as possible $750.00 or Best. (213) 353-7068 or (213) 244-3164. (3)

'73 Husky 6 Speed
Desert ready with all the trick stuff. Ridden approx. 1000 miles, has had tender loving care, $895.00. (213) 598-6319. (3)

1975 TZ 750 Runs mid 10's at 134 mph only 400 street miles $4,200.00. (213) 762-3956. (3)

1976 RM125A Suzuki
Completely stock. No modifications except for chain tensioner. Clean and good condition asking $600.00. (714) 645-7310 or (714) 548-0464, after 5 pm. (3)

Trade for Speedway Bike
1975 Suzuki TM 250 bought new in 1976 ridden only once. Trade it plus money. (213) 339-4316. (3)

'74 CR250 Honda
Fresh top end, Redline, gas Girlings, Pro-Tec, laydowns, ported, 36 Mikuni, pipe, all plastic, Inter-Ams, air forks & kit, many xtras, $650.00. (213) 337-2662 or after 6 (213) 966-8060. (3)

Jawa speedway bike
Very ready to race, fresh motor prepared by Wenn, many spare parts including gearing, wheels, etc. Everything you need to go racing. $1600.00. (213) 963-2456. (3)

*** Immaculate 77 "TT" 500 ***
Pro-Tec Mikuni carb kit, S&W shocks, air forks, Terry kit, alum bars, innumerable extras, better than new one, $1,350 or best offer. (805) 643-2062. (3)

1972 Bultaco Pursang 250
2 tanks, new seat. New ignition, bash-plate, clean, $175.00. (213) 980-1182. (3)

1975 BMW R75/6, Krauser saddle bags, 8500 miles. 1973 Penton 250, Many extras. Motobecane Grand Record ten speed. Everything excellent condition. Selling out for BMW R100S. (714) 894-7844. (3)

'73 CZ 400. LAYDOWN GAS/KONIS, Mikuni, alloy tank, trick pipe, extra parts, special tools, $450.00. CZ 400 piston assembly unused, cost $58, sell $25. (714) 263-5076. (3)

YZ-80C
Miller-Mano pipe, Mototek CDI. Fast bike. Ride it! $425. (213) 633-1842. (3)

Husky automatic
Rear hand brake kit, $30. Evenings (213) 242-8920. (3)

*****Cycle trailers . . . $176 & up*****
Major brand 2 & 3 rail + custom 4 & 5 rail trailers — small or large wheels. Hitches installed. Call for LOWEST PRICES. MSC (213) 767-1757. (34/T.O.I.)

"76" "SUPERBIKE CHAMPION" offers professional road racing course for beginners and experienced riders alike. Reg Pridmore M/C, 5718 Hollister Ave., Goleta, CA 93017. (2/4x)

YZ250 Yamaha engines
Available at Kel Carruthers Yamaha Racing. Also, call us for your Yamaha road race parts. Same day — UPS — COD. (714) 449-6861. (2/2x)

**** Now in stock ****
YZ 250D's, YZ 400D's, YX 125's, XT 500D's, TT 500D's, IT 400C's & YZ 80D's. S & L Yamaha, 5938 Pacific Boulevard, Huntington Park, CA. (213) 587-7244. (2/TFN)

Mom says sell
1975¾, super clean, Husqvarna 250cc. Many extras, not ridden since October, just been updating it. See to appreciate. Just like '76 model. Super neat, no lie. $875. (213) 699-2415. (2/2x)

Sale or trade or cash
1970 R5 350 Yamaha — fresh engine — TR3 heads, mild porting, TR3 34mm Mikunis, TR3 chambers, slotted & balanced rods, roller bearings crank, Barnett clutch, R5 frame, RD front forks with RR springs & disc brakes, clip-on, RR throttle, TR3 swingarm, K81 tires, TR3 seat completed safety wire, fast & trick, street legal. $600.00 firm. (714) 528-7692. (2/3x)

TZ 250 Yamaha
New tires, rebuilt engine, trick pipes. Also crankshaft rebuilding jig. All for only $1000 or best offer. (213) 352-6871. (1/3x)

Champion XL-350 all the goodies — $1250/'69 Triumph TT Special — $550/extra's (916)934-5790

Speedway specialties
Two 1976 Jawa 500 DT all aluminum but frame, 165 lbs. Also tripod stands, $20. Lightweight front hubs, $20. Used tires, $10. Steve Nutter (213) 370-8270. (3)

'75, 250 CZ
Air forks, fork kit, triple laced D.I.D., Metzeler, buffed alum. tank, Mikuni carb, G.P. seat, $650.00. (714) 839-0426. (3)

1974 Yamaha YZ80A
Excellent cond., ridden very little, showroom clean, totally stock. $300.00. (213) 459-3159. (3)

Jawa speedway
New motor, excellent condition, best offer — (213) 459-2515. (3)

'74, 250 Bultaco
Works Performance shocks, long travel swingarm, excellent condition, $750.00. (213) 899-3030. (3)

1974-9/10 mag Husky 250
Wide-ratio; new '76 head, top and bottom ends; air forks; gas Curnutts; MX and Vesco tanks; Pro-Tec; Mikuni. $750. (213) 285-6732. (3/4x)

'74 RD 350
Brand new condition. Only 3,000 miles, $600.00. (213) 773-0477 or (213) 587-2459. (3)

'70 Sachs, $125.00
Good cond., Curnutts F&R, Akronts, E.C. Birt porting, Pettys, new back tire and Diamond chain, runs great. (714) 993-1142. (3)

'76 RM125
Like new. Chain tensioner, Magura levers, Metzeler, Yokohama. Need money. $600.00. (714) 993-1142. (3)

For sale or trade
'73 CZ 400. Ridden twice last 2 yrs. Excellent condition and has many extras. Mikuni, etc., etc. Would like to trade for Maico or Husky or $600.00. Call 8-5 during week (213) 671-9533. (3/2x)

Customer Relations
Entry level position in Customer Relations Dept. Reasonable person to receive customer letters & calls & initiate appropriate action. Technical background & Suzuki experience desired. Exellent company benefits. Send resume & requirements to, Attn: Chip Hoyt, U.S. Suzuki Motor Corp., 13767 Freeway Dr., Santa Fe Springs, CA 90670. No phone calls please. (3)

Two 250 Husqvarna, both nice!
Call anytime, both bikes going fast. (213) 344-5604. (3)

T&M racer—fast—reliable
'74 CR125 — T&M head, swingarm, pipe, pro ported, 520 chain, 32 carb, fresh piston & rings, fork protectors & boots, plastic tank, brakes ft. & rear by MX Brake, xlnt. cond. Maintained well, trophy winner. Asking $500. Ask for Debbie (714) 637-7860. (3)

'75 YZ80B Yamaha trick
79cc — Snake pipe — new top end — L.T. rear, air front, plus much more — $375.00. Call after 6 p.m. (805) 943-5432. (3)

'74 YAMAHA 250 YZ in nearly new stock condition, $625. Also '68 HONDA TRAIL 90, 2500 miles, $175. Aks for John (714) 544-7580. (3)

'75 CR Honda 125
Redline swingarm, Miller Mano pipe, Webco head, showroom condition! $525.00. (714) 544-2379. (3)

1972 PUCH 175 ENDURO, hardly ridden, excellent condition, must see. Plus almost spare engine in parts and more, $350.00. (213) 837-3245. (3)

Ossa Phantom
'75½, 250 owned by Mid-Valley mechanic. MV pipe, Fox Shox, new motor, $695.00. After 7:00 p.m. (213) 286-0745. (3)

76 Yamaha YZ 125C, complete FMF equip., long travel kits, Metzler. (714) 642-0354. (3)

75 YZ 250 Yamaha Mono
Very fast, White Bros. shock kit, new barrel, skip plate, air forks, and Terry Fork kit. (714) 842-8742. (3)

KTM 400, a real winner
No time to ride and need money. Desert or MX ready, excellent condition. Must sell, $1275.00 or best. (213) 357-3251. (3)

'75, 400 Maico
Clean cantilever with air forks, up pipe. Call for more. $750. (213) 994-0462. (3)

Honda Four owners
Improve your suspension with a matched pair of Girling rear shocks complete with springs. Only $49.95 freight paid. Send certified check or money order. California residents add 6% tax. BOYER INTERNATIONAL, BOX 24, TUSTIN, CALIF. 92680. (3)

'71 RANCHERO GT. New Hi-performance motor and trans. You name it, this car's got it. Must see to appreciate. (213) 726-1024. (3/2x)

Smuggler — wanted
Want used 20 ft. or 22 ft. Smuggler trailer. (714) 595-8390. (3)

1958 Triumph Cub 200
Runs good, nearly all original including manual. Nothing less than $200.00. (714) 894-5826. (3)

1974 YAMAHA TY 80, HARDLY RIDDEN, in perfect condition. $300 or best offer. (714) 963-9558. (3)

Hateley's 750 Yam.
Trackmaster, Barnes, Ceriani; ready for '77 season. $2250.00. (213) 352-1114. (3/2x)

$275
'72 CZ 400 engine in '74 frame. New knobbies, trick suspension, plastics. Bike is owned by old man. Not thrashed. Quit riding. Matt (213) 793-8866. (3)

'76½ RM 250
Exlnt. cond., never raced, best offer over $750.00. Size 12 Hi Pt. boots, 34" Malcolm Smith leather, 7¼ Super Magnum and Scott goggles. (213) 429-7295. (3)

Too quick!!
Hodaka Super Combat — ridden ten hours — showroom condition — $550.00. Also camper for long bed P.U., factory built — insulated — very warm — $150.00. (714) 595-2431. (3)

Deluxe 3 rail trailer
Heavy duty — large super tires. Clean, a good buy, $300 or best offer. (213) 924-4291. (3)

1947 Indian Chief
95% restored. All new chrome, black lacquer, new whitewall tires, 700 miles on new engine. Beautiful machine, must sell, $4000.00 firm. Hubbard, Oregon (503) 981-1205. (3)

BULTACO '76 FRONTERA 360, excellent, extras — $1000.00 or B./O. (213) 274-4813. (3)

RM 250
3.5 plastic & stock tank, chain tensioner, aluminum bars, stock pipe & J&R low end, excellent condition, $795.00. Call after 5:00 p.m. (714) 897-4346. (3)

'74, 250 TS Suzuki
Xlnt. condition, never raced, only 1500 miles on bike. Call after 6:00 p.m. $650.00. (714) 529-6180. (3)

CZ 400
Bought new Xmas 1974. Excellent cond., Grand Prix ported, 38 Mikuni, Twin Air, trick pipe, Akronts, Grand Prix fork springs. Play ridden 6 times. Not raced. Bills force sale. Storage last 1½ years, $700.00. 1-(714) 821-0461. (3/2x)

XR750 Harley Champion frame
New, never used, complete, $350.00. (805) 252-8249. (3/2x)

1976 HUSKY, new 4 Nov. 76. 360 WR, $1000.00. (209) 998-6691. (3)

Michelin road racing tires
T-250, CDI ignition — $125.00. TD-3 top end, $60.00. Spare pistons. RD350 spares, tires, disc brake front end — $90.00. 6 speed transmission — $80.00. (213) 762-7742 evenings. (3/2x)

THE LATEST RICK — MSL = MORE SERVICE LIFE. (3/2x)

***WANTED —1 '74-'75 HUSKY fork complete. Call (213) 721-3183.** (3/2x)

'75 Can Am 250 TNT, $800
Speedo, big tank, ujp pipe, street legal. Willing to trade for TT500. (213) 376-5256. (3)

Ducati-Norton-parts & repair
Exhaust port threads repaired on all makes. Valve seats replaced — crank cases repaired — Heli arc welding — custom engine work. Jack Simmons M/C Machine & Repair (714) 992-0165. (3)

'76 Honda CR 125, $675
or good offer. Raced twice, well maintained. Call about extras. (805) 251-1641. (3)

T750 Yam. RR minus eng.
Complete, less eng., trick pipes, new slicks. Would make trick Cafe bike, or repair your broken TZ. (213) 993-1731. (3/3x)

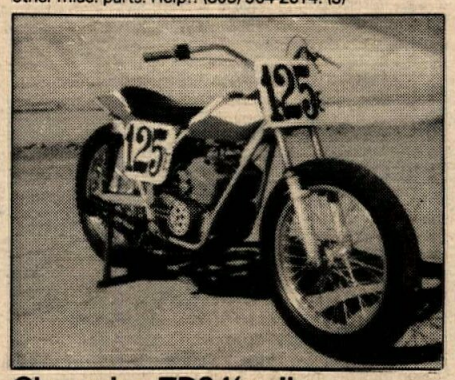
'76 YZC125. DG PORCUPINE HEAD, CH pipe, 520 chain kit, fresh bore, K&N filters, DG seat, air forks, Pro-Tec chain tensioner, aluminum bars, Maguras, new crank. (213) 360-7098. (3)

'75, 250 Pursang, $495
New motor, trans., rims. Magura contols, clean and fast! Evenings (213) 337-8743. (3)

'76½ Husky 250 CR
Snake & stock pipes, needle bearings in swingarm, professionally maintained, excellent condition, must see. $1,100. (714) 768-4464. (3)

'75, 250 Montesa MX, $595.00
New top end — chain tensioner, very fast, old timer's bike. Will consider 100 or 125 YZ trade in. (714) 735-0695. (3)

Need Zundapp parts
I am restoring a 1955-KS601. Need crank and rods, other misc. parts. Help!! (805) 964-2614. (3)



Champion TD3 ½ miler
Barnes, Cerianis, S&W, 34 Mikunis, new pipes, TZ lower end, all new, Ascot main eventor, Super Fast, spares, ship anywhere. Sacrafice $1,000.00. (714) 633-0690. (3)

'73 Pursang 350 like new
Only better. Fresh crank, piston 2nd over, L.T. front & rear, gas Girlings/w/Fox springs, Maguras, fork boots, Pettys, new tires. Mechanic owned — Trade for XL 350. $550. (408) 336-8483. (3)

Suzuki Moto-X tent
Original equipment. Just like Roger D's. Best offer. (805) 964-2614. (3)

1976 Husqvarna 360 engine
Stock, run 4 hours. $600 OBO or trade for 250 engine. Boyd & Stellings frame, Ceriani forks, Curnutts. Set up for Suzuki 400. (805) 687-7305. (3)

'75 MONTESA ENDURO, never raced, low miles, $900. After 6 (714) 846-1736. (3/4x)

Husqvarna sale
1975, 250 GP, many extras — must see, $725.00. 1974, 250 WR good condition, $550.00. Must sell! (714) 599-6925. (3)

'73 PENTON 125 — Curnutt shocks, '75 Motoplat ignition, skid plate, reliable, $425. (714) 626-8383. (3)

'75 MAICO 250. FRESH TOP END, Metzelers, Uptite, gas Girlings, Diamond chain, all Magura, Andres, Wheelsmith pegs, 2 pipes, $750.00. (213) 337-2662 or after 6 (213) 966-8060. (3)

Service manager mechanic
Must have Yamaha experience. Good working conditions. Salary open. Lucky Yamaha, Inc., 7345 Broadway, Lemon Grove, CA. (714) 465-5023. (3)

Wanted ambitious sales person
To sell on 10 per cent commission. All areas available except L.A. area. P.O. Box 653, Chatsworth, CA 91311. (213) 886-7878. (3/2x)

Sell your photos!
Report tells how and where. Send $1.50 to: Cottage Gifts, Dept. 11, 85 Mountain Avenue, Westwood, NJ 07675. (3)

500 Honda
Single, never raced, desert only — new trans & lower end. Call after 6 p.m. (213) 833-8792. (3)

Hillclimb or drag Harley
73 cu. in. balanced, special barrels with Branch heads & Mikuni carb. Extras — new S&S super fuel carb, drag pipes, barrels, pistons, cyl. heads, mag, sprockets, plus many more items. $1975.00. (805) 252-8249. (3/2x)

RM250 Suzuki $695.00
Air forks, fork boots, Andres bars. (213) 866-7496. (3)

WANT TO GET STARTED IN ROADRACING? A motorcycle and $8 will get you on the track. For complete roadracers' guide, send $1 to WERA, 1742 Addison St., Philadelphia, PA 19146. (2/2x)

'75 KTM 400 desert enduro

Little use — original condition — $975.00. Also '73, 125 Penton, $395.00. Trades considered. Call for more info. (213) 792-5274 or (213) 799-0278. (2/4x)

Custom dirt bike

Suzuki 400 engine, Franks frame, Betor forks, Yam. wheels, cantilevered gas Girlings, other extras. Very fast, reliable, $550 ? (714) 532-2209. (3)

'74 DG 125 Elsinore

Great cond., ex DG team bike. Laydown Bilsteins, 30mm Mikuni, DG porting, pipe and head, 520 chain and tensioner, H.D. rod and spokes, Andres and more. Fast and reliable, $550.00. (714) 523-2823. (3)

'76 AW 400 Maico

New 8-26-76, Wheelsmith up pipe, Andre bars, mag rear hub with heavy duty spokes, new-seat, new tires, and more. $1,300. (213) 448-5441. (3)

Penton KTM MC5 alloy side panels & inner fenders

Polished to a high lustre. Don't crack like stock, $16.95 ea. Specify side. Self adhesive foam backing for air box side panel, thicker than stock. A must! $3.50 ea. New light weight alloy inner fenders, won't break like stock, clears chain and pipe, matches side panels, only $14.95 ea. Dealers inquiries invited. Send check or money order to: Trails End, 16394 E. 14th St., San Leandro, CA 94578. (415) 278-1565. COMING SOON MC5 skid plates. (3/2x)

YAMAHA TD-3 FLATTRACKER, Champion frame, magnesium snowflake wheels, CDI ignition, Konis, etc. Carefully built and maintained. Must sell, make me an offer I can't refuse. (213) 372-3282. (3)

380 CZ '71, $365 — clean

Fork kit with G.P. springs, cantilevered Curnutts, plastic tank, levers, Pettys, alum. sprocket, 2 pipes, moly bars, 8 ga. spokes, chain tensioner, G.P. porting, Mikuni, Femsa, new piston & rod. (714) 595-0660. (3)

'75 Honda XL350KI improved!

Licensed for street plus S&W long travel fork kit, slightly laid upside down long Curnutts, Torque Engineering pipe w/super trap, Petty fenders, 2 tanks. Clean for sure, must see, $795. (213) 343-9586. (3)

'72 DKW 125, act now or miss

A real find — This bike is IMMACULATE: Less than 100 mi; leading link front suspension w/Boge shocks, Motoplat elec. ign., Metzelers, superb handling, strong stock engine w/the good 5 spd. Hurry — must see, $475. (213) 343-9586. (3)

'73 YAMAHA 250MX — NEVER RACED! Has new bore, piston, rings, transmission and forward mounts. Has air/oil forks, is quick, clean and very dependable. $450.00/offer. (714) 871-5693. (3)

'73 Yam.-Champion-360

Professionally owned, winner Ross Down ST. 38 Mikuni, Boges, Banke; Really trick, custom paint — $850 firm. (214) 348-7352. (3)

Fast TZ250

Converted 350 with polished rods and balanced crank, spares also. Fontana brakes, trick pipes and Vesco seat. See it at Daytona '77, $1700. Call before 4 p.m. (918) 932-1558. (3)

Sprint parts

'64 H.D. Sprint 250cc — good engine, frame, etc. Call (213) 372-7680 after 6 p.m., cash or trade. (3)

'74, 250 Pursangg Bultaco

Excellent condition, must see, $650.00 or best offer. (213) 863-4179. (3)

Super tune your bikes

Dyno, chain drive, near new, 1 hour's use. $1725. One TA 125 Yamaha road racer, raced 6 times, $750. (707) 374-5818. (3)

'76½ KTM 175cc**$1100**

Like new! Work Performance; new Mikuni; skidplate; chain tensioner; street leg.; Preston Petty fender; Wheelsmith wheel & much more. Forces sale, broken leg. (213) 924-5052. (3)

1976 Bultaco 250, $925 or offer

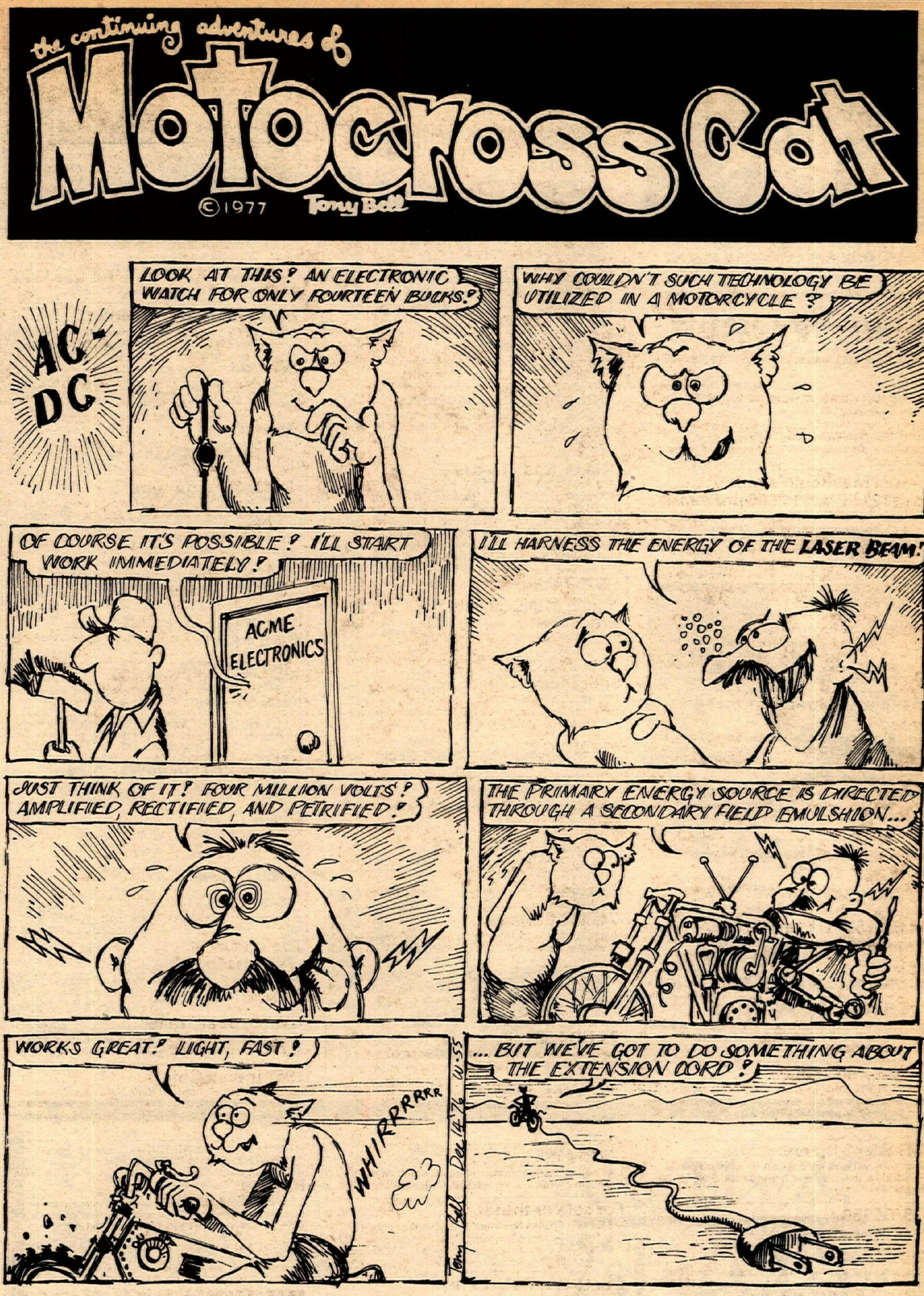
Rarely ridden, Fox Shox, trick swingarm, Metzelers, ported, bike is almost brand new. MUST SELL!! Call eves (213) 348-7489 or (213) 764-3006. (3)

1976 Maico 440AW, $1195

Wheelsmith up-pipe, Works Perf. & S&W shocks, brand new tires, heavy duty wheels, bike was rarely ridden. Must sell!!! Call eves. (213) 348-7489 or (213) 764-3006. (3)

Finisher pins

Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20% Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)



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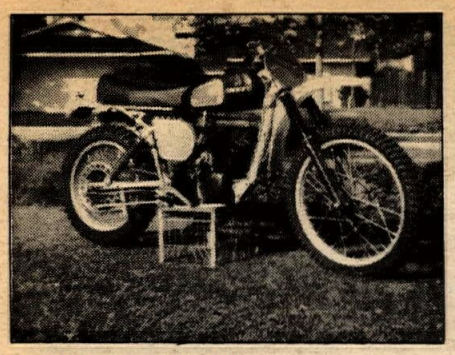


'75 Husky 250 CR
Don't buy a Husky until you've seen mine (in person . $900. Call late (213) 363-7206. (3)

HONDA XR75 (1974) — PIT BIKE, stock, good condition, $295.00 — Fox Air Shox 13.5", $130.00. Phone (214) 785-7300. (214) 785-7300. (3/3x)

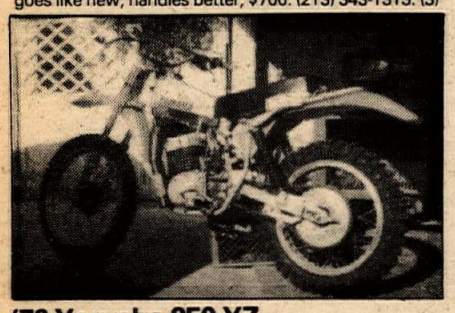
'69 BUL 250 MATADOR. Street or dirt, good engine, $225.00. (213) 596-7038. (3)

1974 HONDA — C-B360. BEAUTIFUL bronze color — like new — no scratches. Chrome is new — 5,000 miles. (213) 630-6135. (3)

Sell or swap 250 Husky
'76½ CR 250 Husky, many extras, sell or trade for Open class bike, TT500, 400 mono or 360 Husky. Weeknights only (213) 868-2316. (3)

YAMAHA MINI enduro, like new, runs, looks great, $200.00. (213) 973-2220. (3)

'76 Honda CR125
Cross-up swingarm, S&W shocks, 520 sprockets and chain, Pro-Tec tensioner, rear Metzeler, aluminum bars, goes like new, handles better, $700. (213) 343-1313. (3)



'76 Yamaha 250 YZ
MX-2 Champion frame, Wheelsmith laydown, alloy tank, snail pipe, Andres, Maguras, Falk fenders, super trick. $950.00 (firm). Ask for Rick (714) 536-2168. (3)

JAWA 500 SPEEDWAY BIKE, 1974. New engine, gearing. Asking $1100. Will consider part trade. Phone (805) 322-8131. (3)

Jawa speedway machine
Used part of one season. Perfect!! $1395.00. (209) 584-5106. (3)

Yamaha 125 works mono
Very clean and fast, 520 chain, full floating brake, 8½" forks, boost port, trenched head, 34 Mikuni, Miller Mano pipe, $670. (213) 352-3336. (3)

'74 Husky 450, 250 Maico
450 Husky $850, great cond. 250 Maico $500.00. Desert tank also. (213) 925-2779. (3)

TRAILER — 3 RAIL BOX — $300.00. (213) 360-4335. (3)

1976 Maico 400 GP
5 speed AW motor, GP frame, chain tensioner and fork boots, good condition, $895.00. Phone (213) 881-5842. (3/3x)

"76" XR-75
Laid down Boges, DG pipe, carb, fork kit and others. Good condition, great race or pit bike, $325.00. (213) 378-5031. (3)

YZ 400 C
'76 Yamaha 400, Lectron, K&N desert tank, fast & reliable — $900.00. Ask for Jim (805) 871-1857. (3)

'74 Maico 450
Xlnt. cond., cantilever shocks, Wheelsmith extras, H/D spokes, front fork kit, must sell. Sac. $550. Mornings (213) 345-0562. (3)

'76 RM 125 4 mos. old
Baker fork kit, ridden 5 times, $700.00. (213) 348-8470. (3)

'73 Yam. 360 MX
Fast, clean, new top end, desert. Must sell, $500.00. (213) 346-4420. (3)

Norton-Matchless parts
New & used, shipped anywhere. Classics — 1947 Manx Norton — original. Brian Slark Classic Motorcycles, P.O. Box 2484, Orange, CA 92669. (714) 840-3106. (3)

'72 Yamaha 250MX
Forward shocks, fork kit, porting, more, fast and reliable, $325.00. (213) 966-0385. (3)

'73 Husky—street license—
450 CR better than new, balanced—Sun rims, Curnutts, GP pipe, Super Trapp, Pettys I.B. & I.T., tool bag, alloy bars, Betor front end and more. $650.00. (213) 361-6168. (3)

1974 Maico 450cc
Good condition, new tires, Konis shocks, fenders, airbox, bars, brakes, clean. Runs great, $550. (213) 348-7276. (3)

¢CZ 250, '72¾*
Nice, not ridden much, trick, many extras. (213) 454-7761. (3)

'76 Husky 250 CR
Like new, few rides, rear Metz., Malcolm bars, needle bearing swingarm, Filtron, clean. Sacrifice $1200. (213) 996-7593. (3)

'75, 250 Phantom
Ossa, excellent cond., extra trick, $700/best offer. Eves. (213) 370-0453. (2/4x)

'72, 360 Yamaha MX
YZ top end, laid down, S&W shocks, desert tank — very fast, $395. Jeff after 5:30 (714) 527-5056. (3)

1975 Yamaha 400 Monoshock. Excellent Condition. "$595.00". (213) 829-2322. (3)

MAICO 250 GP "75", good condition, many extras, $650.00. (714) 538-1638. (3)

'75 YAM. 360 YZ MONO. 3½ gal. tank; points ign.; fork boots; spark arrestor; alum. side panels. Call mornings. $750. (415) 468-3878. (3)

Harley-Davidson dealership!
in beautiful Santa Cruz, Cal. Only $80,800 includes fixtures, equipment. goodwill and inventory. 1975 gross — $127,000. Hurry! Call (408) 426-5533, Real Estate Center. (1/6x)

Excellent bike hauler
'64 Chevy ½ ton truck, rebuilt 292 6 cyliner engine, high camper shell, all terrain tires and rims, cassette, good gas mileage. Askng $1299.00. (213) 832-7986. (3)

FOR SALE: 1973 Suzuki TS185 Enduro, $450 and also a 1971 Yamaha 100 Enduro, $200. Good condition. Call (714) 968-1339 after 7:00 p.m. (3)

Husky CR 360 GP 1976
38mm carb, custom chain tensioner, new Works Performance shocks, chain, fork seals, etc. Only ridden four months, $1095 or best. Bill Saltzman's (213) 337-6811. (3/2x)

ROAD RACERS! WANTED. Want TZ-250 A-1 condition only. (707) 527-8983. (3)

Brand new
Time Out camping trailer for touring bikes or cars. Ultra lite wave includes complete bike hook up attachments. Delivery possible, $495.00. (707) 443-8031. (3)

PE250 Suzuki, $895
Must sell. (213) 866-7496. (3)

'73 Penton 175
Many extras. Must see, $400. (714) 675-3985 eves., (714) 630-7040 days. (2/2x)

Car Injury Forces Sale
'76 Honda CR 250, ported and polished, extended front and rear travel, hardly ridden, stock rear tire, must sell to cover hospital expenses, asking, $843.62. (213) 832-7986. (3)

Mooch deals "Munari & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha,5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

Jawa Eso speedway bike
Late '74, excellent condition, 19" & 22" tires, sprockets, many extras. (213) 670-6652. (47/7x)

1975 TZ 750
Engine only $3200.00 call after 6:00 pm. (217) 762-3956. (3)

$250 Reward $250 CR125
Info leading to recovery of stolen 76 Honda, H12, S/N CR125M3002725, all red, DG head-gold, DG pipe-new, CJ swing arm, Fox Shox, red fiberglas tank, 8 ga. spokes, We want it back, spread word. (714) 956-7513, 633-2631. (3)

75 Bultaco 360
Metzlers, Gas girlings, Fox forx, Fox springs, ports cleaned, plastic fenders, etc., like new ridden only 6 months $675. (714) 264-0302 (home), 278-5501 (work). (3)

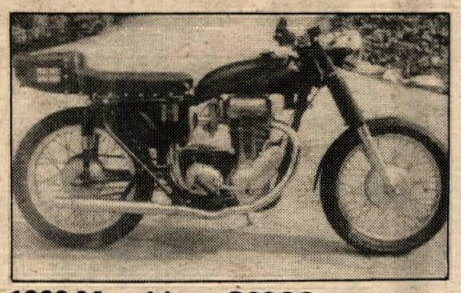
Road racers!
We carry a full line of parts for your TA & TZ Yamahas. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (46/TFN)

Van accessory special**
4 Jackman O-R rims, size 15"x10" plus 4 Maxi-Trak O-tires, size 11x15 plus chrome lugs & locks. ALSO Universal tire carrier for rear door plus tire & cover, tires & rims — $275. Carrier — $20. (213) 421-4904. (2/2x)

'75 Comet Trailer 3 rail, with hitch, like new $175. '71 Suzuki TS125. New eng./trans., street legal, $250. Size 9-10 Hecuel boots, 31" waist webco leathers (blue/yellow stripe). $30. each. (714) 544-0202. (3)

76 400 Yamaha Mono
Many extras, J-Bars, Terry fork kit, White Bros. shock kit, White Bros. seat kit, I.T. accessories and YZ accessories. Very fast. Call any time. Also 100 Kawasaki flat tracker. (714) 842-8742. (3)

WANTED — PAIR C-Z wheels. Also 250 Ossa motor. (408) 272-1328. (50/5x)



1966 Matchless G80CS
Super clean, street legal, scrambler gears, very strong, $800. (213) 378-2954. (3)

Quit racing, '75 Maico 250
Race prepared by Wheelsmith, new Metzeler, Girling gas, Yamaha front hub, alloy tank, new chain, new bars, swingarm bearing kit, clean and fast, $850. Phone (213) 928-2369. (2/2x)

Gaston Raiher's 125
Almost '76 RMA 125, Miller Mano engine, 3 pipes, Motoplat & stock ignition, X4 Akronts, Baker fork kit, Works seat, professionally maintained, much more. $750.00. (714) 544-6380. After 6 (213) 879-4156. (3)

Maico GP
'75, 250, DID rims, Bassani pipe, Boge shocks with coolers, lightened crank, $685. (213) 947-1935. (3)

'74 Honda Elsinore CR125
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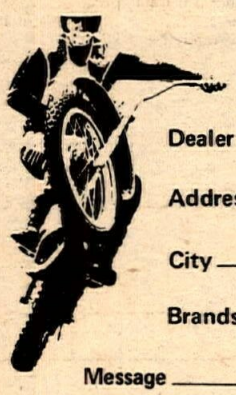

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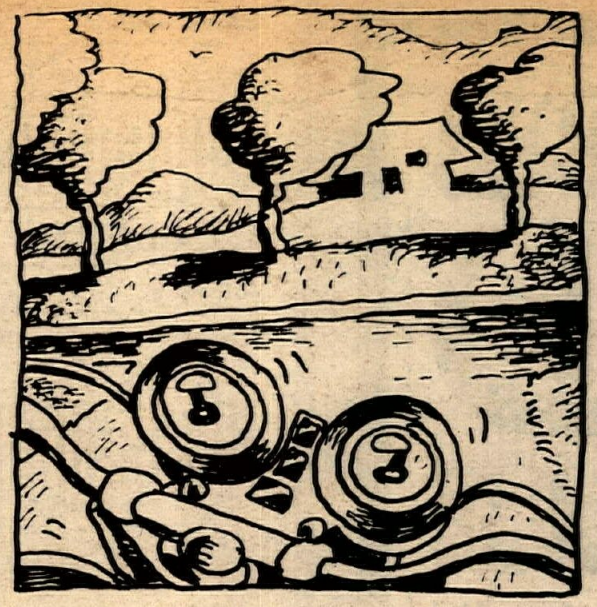

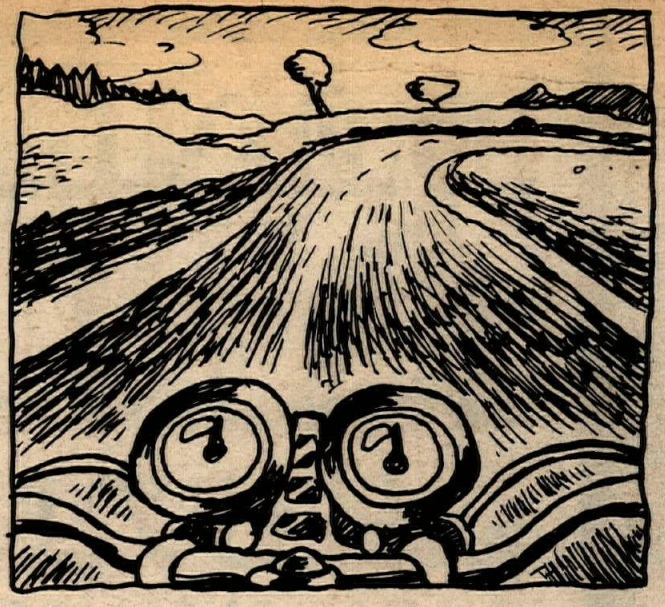

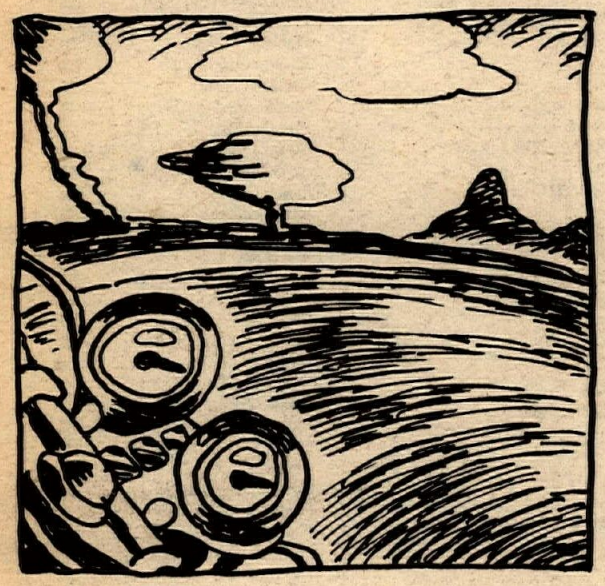

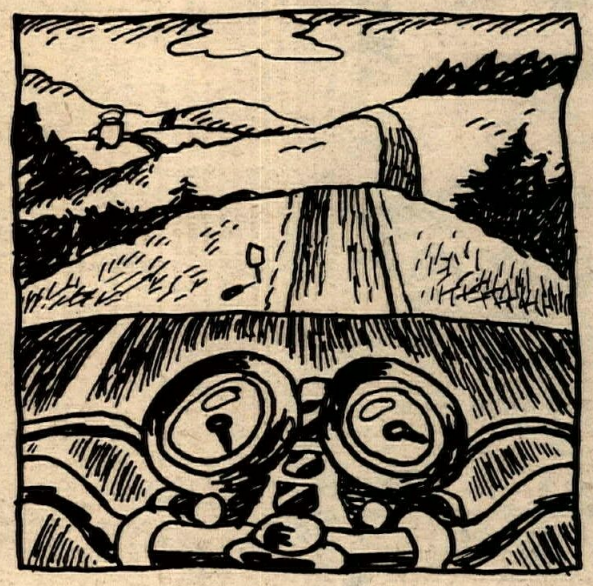

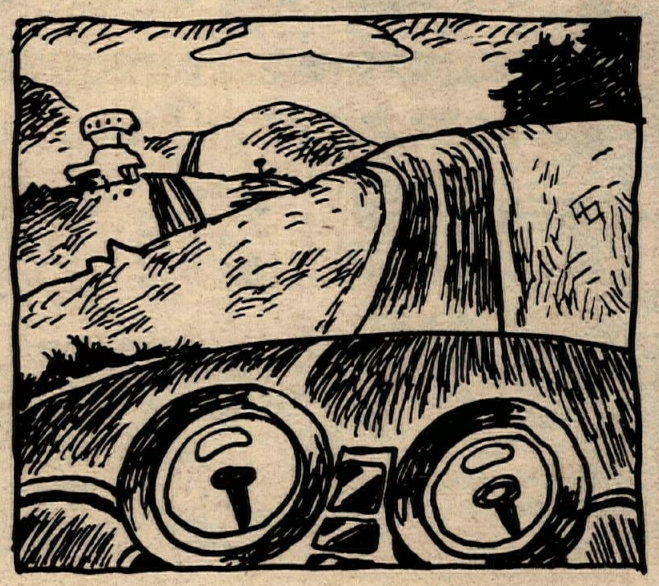

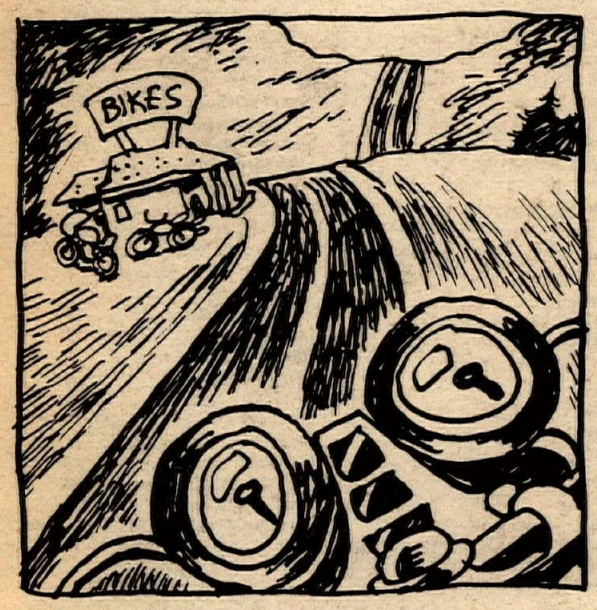

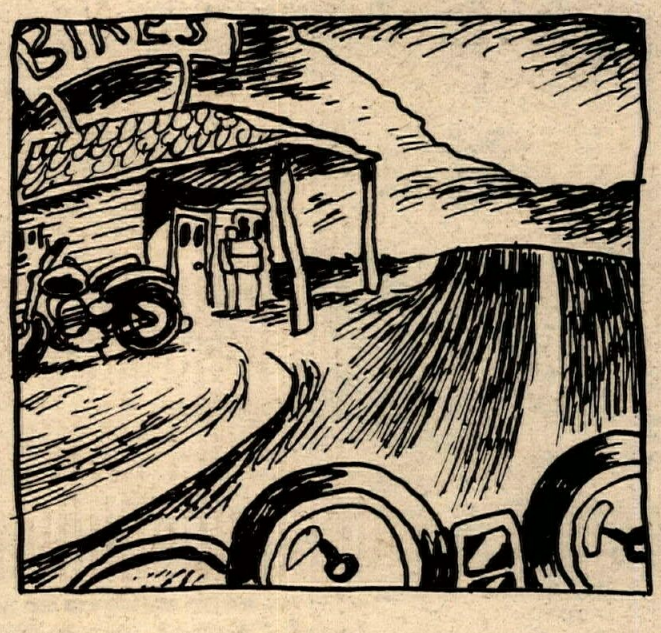

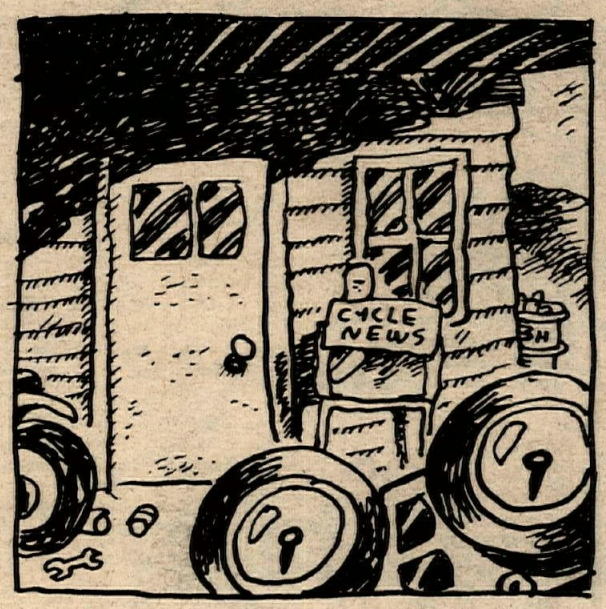

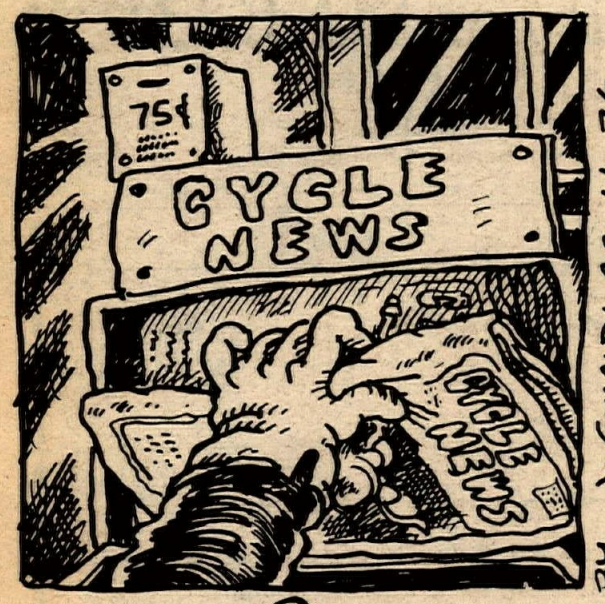

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